Covers 1959-1965 models of domestic and imported origin

CANADIAN SERVICE DATA BOOK

REVISED
1966
EDITION

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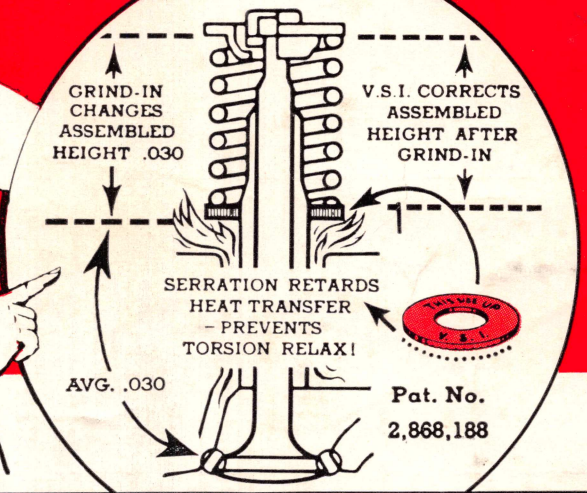
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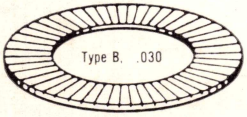
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***NOTICE** . . . do not confuse PATENTED V.S.I. with plain shims . . . no time wasting gages necessary

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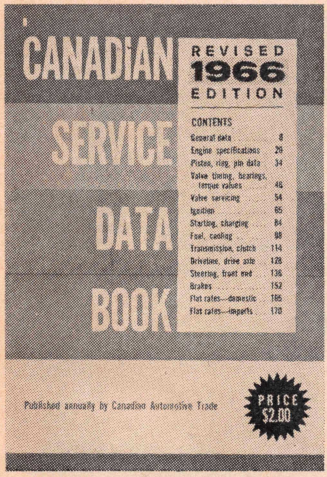
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1966 EDITION

CANADIAN SERVICE DATA BOOK

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BOX 392
FORT WILLIAM, ONTARIO
PHONE 3-6593

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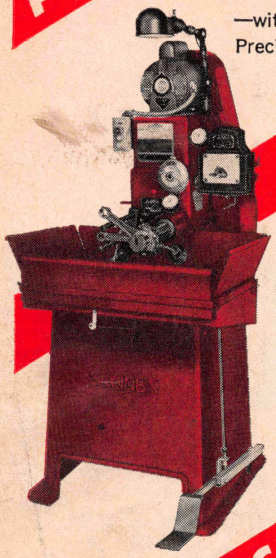
ROD RECONDITIONING

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CRANKSHAFT GRINDING

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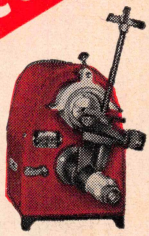
LBB 1499 HONING MACHINE
—with AG-300 Precision Gage.

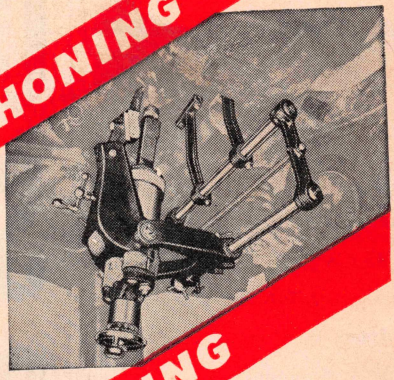


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—checks bend, twist and offset in seconds.



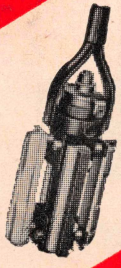
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A-136

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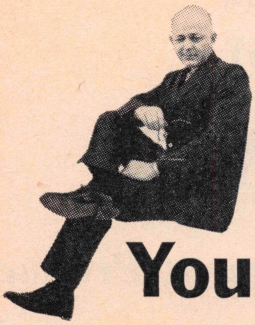
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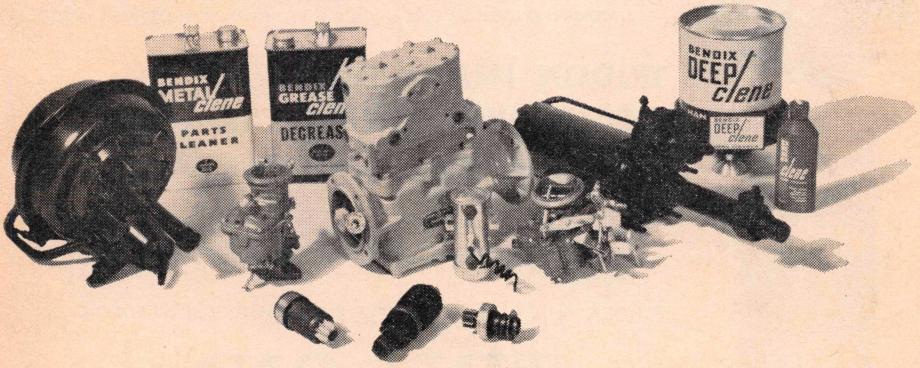
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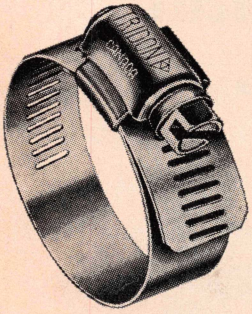
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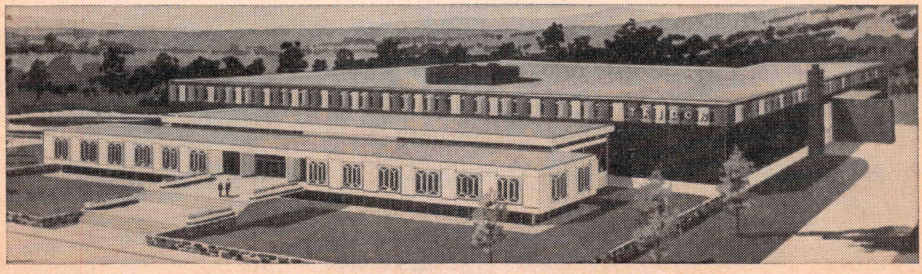


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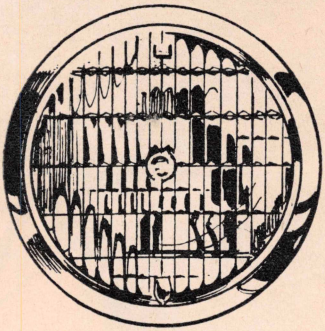
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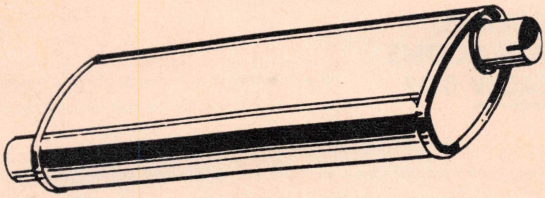
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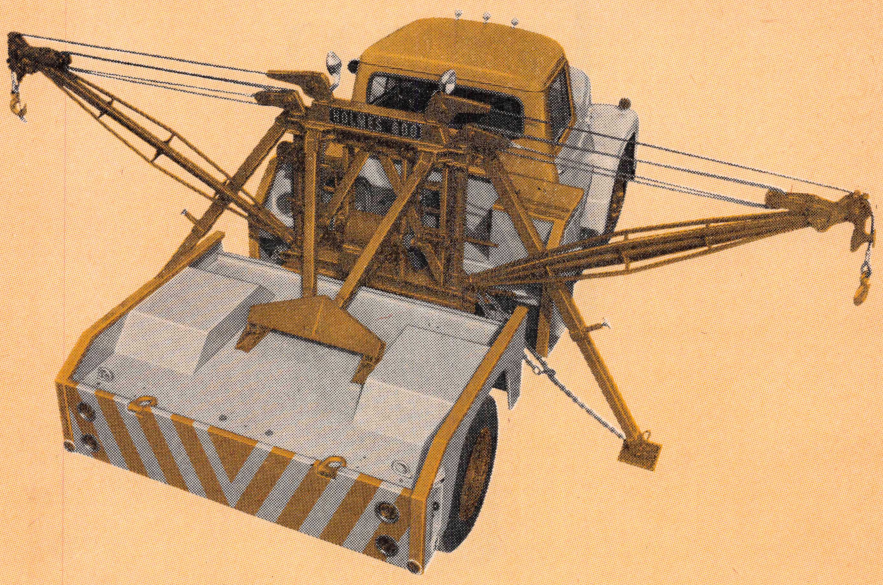


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BMC SERVICE

THE BRITISH MOTOR CORPORATION OF CANADA LTD.,

KENILWORTH AVE. NORTH, HAMILTON, ONT.

GENERAL DATA

MAKE & MODEL	YEAR	Wheel-base	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
ACADIAN													
8000 Series	62–63	110	2600	183	70.8	55[2]	27	46	56.8	56.3	6	6.00–13[1]	24FR
S/Wagons	62–63	110	2880	187.4	70.8	55	27	50.4	56.3	55.8	6	6.50–13	24F, 28R
9000, 71000 Series	64–65	110	2615[4]	182.9	69.9[7]	55	27	45.9	56.8	56.3	5.2	6.00–13[3]	24FR
71000 Series S/Wagon	64–65	110	3000[6]	187.6[6]	69.9[6]	55.1	27	50.6	56.3	55.8	5.8	6.50–13[5]	24F, 28R
	[1] 8400, 6.50–13. [2] 2-Dr. hardtop, 54; Conv., 54.5. [3] '64 W/L-4 & L-6 eng., V8 eng., 6.50–14; '65 W/L-4 & L-6 eng., 6.50–13; W/V8, 6.95–14. [4] W/L-6 eng., 2735; W/L-4 eng., 2640; W/V8 eng., 2930. [5] W/V8 eng., 6.95–14. [6] 64, 2970, 182.6, 70.8. [7] '64, 70.8.												
8000 Series (Beaumont)	64	115	3009	1939	74.0	54.5[1]	30.8	48.0	58	58	6.0	6.50–14	24FR
8000 Series (Beaumont) S/Wagon	64	115	3290	198.8	74.0	54.9	30.8	52.9	58	58	6.5	700–14	24F, 28R
73000 Series (Beaumont)	65	115	3055[2]	196.6	74.6	53.2[3]	33.5	48.1	58.0	58.0	4.9	6.95–14[4]	24FR
73000 Series (Beaumont) S/Wagon	65	115	3290	201–4	74.6	55.1	33.5	52.9	58.0	58.0	6.5	7.35–14	24F, 28R
	[1] Sedans; 2 Dr. hardtop, conv., 54.0. [2] W/V8 eng., 3210. [3] Sedans; 2 Dr. sport coupe, 52.8; conv., 52.9. [4] W/327 V8 eng., 7.35–14.												
AUSTIN													
A55 Cambridge	59	99.25	2268	166.9	61.5	60.25	—	—	48.5	49.0	6.4	5.90–13	26F, 28R
A95, A105 Westminster	59	105.75	2996	180.75	64.0	62.0	—	—	51.5	51.5	7.75	6.40–15	25FR
Austin-Healey 100-Six, 3000	59	92.0	2436[1]	157.5	60.5	49.0	—	—	48.75	50.0	5.5	5.90–15	20F, 23R
A40 Farina	59–61	83.5	1616	144.25	59.4	56.75	—	—	47.5	47.0	6.25	5.20–13	20F, 20R
Austin-Healey Sprite	59–61	80.0	1456	137.25	53.0	49.75	—	—	45.75	44.75	5.0	5.20–13	18F, 20R
A55 Cambridge Mk II	59–61	99.25	2352	175.4	63.5	60.0	—	—	48.9	49.9	6.25	5.90–14	23F, 25R
850	60–65	80	1331	120	55	52.5	—	—	47.75	45.875	7.125	5.20–10	24FR
A99	60–61	108	3414	187.5	68.5	60.5	—	—	53.8	53.25	6.25	7.00–14	26FR
Austin-Healey 3000, 3000 Mk II	60–61	91.72	2465	157.5	60	49	—	—	48.75	50	4.625	5.90–15	20F, 23R
850 Countryman	60–65	84.16	1546	129.87	55.0	53.5	—	—	47.75	45.87	7.125	5.20–10	24FR
A55 Countryman	61	99.19	2604	178.125	63.5	60.0	—	—	48.56	49.87	6.87	6.40–14	18F, 22R
Austin-Healey Sprite Mk II, Mk III	61–65	80.0	1525[6]	132.75	53	49.75[4]	—	—	45.75	44.75	5.0	5.20–13	24F, 26R
Austin Cooper, Super[5]	62–65	80	1350[2]	120.25	55.5	53	—	—	47.75	45.875	6.375[3]	5.20–10	24F, 22R
A40, Mk II	62–65	87.06	1880	144.25	59.375	57.5	—	—	47.125	47	6.75	5.20–13	22F, 24R
Austin-Healey 3000 Mk II	61–65	92	2380	157.5	60	50	—	—	48.75	50	4.625	5.90–15	20F, 25R
A60 Cambridge, Countryman	62–65	100.25	2400	174.5	63.5	58	—	—	50.625	51.375	6.5	5.90–14	23F, 25R
A110 Westminster	62–65	110	3360	187.5	68.5	60.5	—	—	54	53.25	6.25	7.00–14	26FR
1800	65	106.125	—	164	67	56	—	—	56	55.5	6.5	1.75–13	28F, 22R
	[1] 3000, 2520 [2] Approx. for Super. [3] Super. [4] Top up. [5] Special versions of 850. Sprite III, 1466.												
BMW													
Isetta 250, 300	59–62	59	770	92.6	54.3	52.7	—	—	47.3	20.5	—	4.80–10	17F, 14R
600	59–61	67	1236	114	55.2	54	—	—	47.5	46.2	—	5.20–10	—
502 (limousine)	59–61	116	3218	186	70	60	—	—	52.3	55.7	6.9	—	—
503 (coupe)	59–61	113	3250	186.9	67	56.4	—	—	55.7	56.4	6.6	6.00–16	—
700 coupe, Sport Coupe, Convertible	60–65	83.5	1410	139.4	58.3	48.8	—	—	50	47.2	7.3	5.20–12	15F, 22R
700 LS	62–65	84.8	1500	152.4	58.3	53.5	—	—	50	47.2	—	5.20–12	15F, 22R
1500	62–65	100.4	2094	174.3	65.0	55.7	—	—	52	54.1	6.9	6.00–14	25F, 27R
1800	64–65	100.4	2359	177	67.25	54	—	—	52.19	53.75	6	6.00–14	24FR
1800 TI	64–65	100.4	2293	177	67.38	54	—	—	52.19	54.0	6	6.00–14	27FR
BORGWARD													
Isabella, TS, De Luxe	59–61	102.34	2304	172.81	67.08	57.7[1]	—	—	52.58	53.54	6.89	5.90–13	20F, 24R
Isabella Combi	59–61	102.34	2491	172.81	67.08	57.7[1]	—	—	52.58	53.54	6.89	6.40–13	20F, 28R
Isabella Coupe	59–61	102.34	2425	172.81	67.65	53.13[1]	—	—	52.58	53.54	6.89	5.90–13	20F, 24R
	[1] Laden												

BUICK

4400, 4600	59	123.0	4375	217.4	80.74	58.5	34.6	59.75	62.41	60.0	6.1	7.60–15	24FR
4700, 4800	59	126.3	4688	220.7[12]	80.74	58.7	34.6	59.75[13]	62.41	60.0	6.3	8.00–15	24FR
4400 Le Sabre, 4600 Invicta	60	123	4355	217.94	80.8	58.8	35.2	58.5	62.41	60.0	6.0	7.60–15	24FR[2]
4700 Electra	60	126.3	4675	221.94	80.8	59.0	35.2	58.5	62.41	60.0	6.2	8.00–15	24FR[2]
4800 Electra "225"	60	126.3	4786	225.94	80.8	59.0	35.2	63.2	62.41	60.0	6.2	8.00–15	24FR[2]
4000-4100-4300 Special	61–62	112.1	2716	188.4	71.3	52.8[16]	31.0	45.4	56	56	6.5	6.50–13	22FR
4400 Le Sabre, 4600 Invicta	61	123	4279	213.2	78	56.3	32.5	57.7	62	61	7.3	7.60–15	24FR[2]
4700-4800 Electra	61	126	4468	219.2	78	57	32.5	57.7[15]	62	61	7.7	8.00–15	24FR[2]
4400 Le Sabre, 4600 Invicta	62	123	4279	214.1	78	56.4	32.9	58.2	62.14	61	7.45	7.60–15	24FR[2]
4800 Electra 225	62	126	4468	220.1	78	57	32.9	61.2	62.14	61	7.7	8.00–15	24FR[2]
4000, 4100, 4300 Special	63	112.1	2808	192.0	70.1	54.6	31	49.1	56	56	5.2	650–13	22FR
4400 Le Sabre, 4600 Invicta, Wildcat	63	123	4345	215.7	78	56.6	34.2	58.5	62	61	5.79	760–15	24FR[2]
4800 Electra 225	63	126	4366	221.7	78	57.5	34.2	61.5	62	61	6.04	800–15	24FR
4000, 4100, 4300 Special	64	115.0	3124[5]	203.5	73.4	54.4[6]	34.56	53.9[5]	58.0	58.0	6.0	6.50–14	24FR[5]
4400 Le Sabre	64	123	3826	218.8	78.0	56.4	35.32	60.61	62.0	61.0	5.54	7.10–15	22F, 24R
4600 Wildcat	64	123	4236	218.8	78.0	55.6	34.32	61.48	62.0	61.0	5.84	7.60–15	24FR[7]
4800 Electra	64	126	4336	222.8	78.0	57.0	34.32	61.48	62.0	61.0	6.09	800–15	24FR
Special, Special Deluxe, Skylark	65	115	3135	203.4	73.6	54.4	34.5	53.9	58	58	5.7	6.95–14[17]	24FR
Sportwagon	65	120	3357	208.2	73.6	58.3	34.5	53.7	58	58	6.1	7.75–14	24F, 28R
Skylark Gran Sport Option	65	115	3553	203.4	73.9	53.5	34.5	53.9	58	58	5.7	7.75–14	24FR
Riviera	63–65	117	4141[1]	209.0[3]	77.0[4]	52.1[8]	37.1[9]	54.9[10]	60.15[11]	59	5.6	8.45–15[14]	24FR
Le Sabre	65	123	3947	216.8	80.0	55.2	37.9	55.9	63	63	5.6	8.15–15	24FR
Wildcat	65	126	4241	219.8	80.0	55.2	37.9	55.9	63.4	63	5.6	8.45–15	24FR
Electra	65	126	4450	224.1	80.0	56.0	37.9	60.2	63.4	63	5.9	8.85–15	24FR

[1] '63, 4136; '64, 4805 [2] S/Wagon 30 lb. rear. [3] '63–'64, 208. [4] '63, 76.3; '64, 76.6. [5] S/Wagons; 3382; 53.6; 24F, 28R. [6] Series 4300 (Skylark) 53.9. [7] S/Wagons, 24F, 28R. [8] '63–'64, 53. [9] '63–'64, 36.8. [10] '63–'64, 54.3. [11] '63–'64, 60. [12] Series 4867, 225.4. [13] Series 4867, 64.45. [14] '63–'64, 7.10–15. [15] 60.7 on 4800 series. [16] 4300, 52. [17] S/Wagons & V8s, 7.35–14.

CADILLAC

60, 62, 63, 64	59	130.0	4835	225	80.2[3]	—	34.5	60.5	61.0	61.0	5.9	8.00–15	24FR
67	59	149.87	5490	244.8	80.2	—	34.5	60.5	61.0	61.0	7.0	8.20–15	28FR
60, 62	60	130.0	4805	225	79.9[4]	56.2	34.5	60.5	61.0	61.0	5.89	8.00–15	24F, 28R
67	60	149.8	5475	244.8	79.9	59.3	34.5	60.5	61.0	61.0	6.97	8.20–15	24F, 28R
60, 62	61–62	129.5	5075[7]	222[5]	79.8	55.8[6]	33.5	59	61	61	5.28	8.00–15	24FR
75	61–62	149.8	5730[8]	242.3	80.6	59.1	33.5	59	61	61	6.2	8.20–15	28FR
60, 62	63	129.5	5200	223[9]	79.7	54.8[10]	33.5	60[12]	61	61	5.28	8.00–15[11]	26FR[11]
75	63	149.8	5850	243.3	79.9	59	33.5	60	61	61	6.2	8.20–15	28FR
60, 62	64	129.5	4744	223.5	79.7	54.8[10]	33.5	60.5	61	61	5.28	8.00–15[11]	26FR[11]
68000	65	129.5	4756	224	79.7	54.5[2]	33.5	60.5	61[13]	61[13]	5.28	8.00–15[11]	26FR[11]
75, 69000	64–65	149.8	5459[1]	243.8	79.9	59	33.5	60.5	61	61	6.2	8.20–15	28FR

[1] '64, 5415. [2] To max. of 55.8. [3] 60, 81.1. [4] Models 6437, 6467, 79.1. [5] 6289, 6299, 6389, 215 in. [6] 60 series, 56.6; 6229, 6299, 6329, 56.3 in. [7] '62, 5200. [8] '62, 5850. [9] Model 6389, 215. [10] To max. of 56.6. [11] '64 W/walls, 8.20–15, 24FR; '65 W/walls, 9.00–15, 24 FR. [12] Model 6389, 52.

CHECKER

Taxi, Superba, Marathon,[3] S/wagon	61–65	120	3460[4]	202	76	62.75[1]	32.75	46.75	62[5]	62.5	6.5[6]	7.10–15[2]	24FR

[1] '61–'64, 64.75. [2] '61–'64 S/wagon, 7.10–15; others, 6.70–15. [3] "Superba Special" in '61. [4] '64–'65 6-cyl. sedan, V8, 3570; S/wagon 6-cyl. 3550, V8 3670; '61–'63 (all), 3410. [5] '61–'63, 60. [6] '61–'64, 6.26.

CHEVROLET

Corvair 500, 700, 900	60–63	108	2375	180	66.9[1]	51.3[1]	30.3	41.7	54.5	54.5	6	6.50–13[2] 15F, 26R[2]
Greenbrier, Corvan, Corvair 95	61–62	95	3005	179.7	70	68.5	44.4	40.3	58	58	6 6	7.00–14 24F, 28R
Greenbrier R12 Series	63–64	95	3120	179.7	70	68.5	44.4	40.3	58	58	6 6	7.00–14 24F, 33R
Corvair 500, 600, 700, 900	64	108	2500	180	66.9[1]	51.5[3]	30.3	41.7	54.5	55.1	5.5	6.50–13 15F, 26R
Corvair 10100, 10500, 10700	65	108.0	2555	183.3	69.7	51.2[4]	33.0	42.3	55.0	57.2	5.4	6.50–13 15F, 27R

[1] 61–64 width 67; height 53 (S/Wagon height, 55.) [2] S/Wagon, 7.00–13, 15F, 28R. [3] Sedans; Coups 51.4; Conv. 51.1. [4] Sport sedan; sport coupe 51.3, conv. 51.5.

All dimensions in inches. † Standard sedan model—4 door where available. * Includes bumper guards.

GENERAL DATA

MAKE & MODEL	YEAR	Wheelbase	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
CHEVROLET—Continued													
Chevy II 100, 300, 400	62	110	2543[1]	183	69.2	55[2]	27	46	56.82	56.3	6.0	6.00–13[3]	24F, 26R
Chevy II, S/Wagons	62	110	2750[1]	187.4	69.2	55	27	50.4	56.3	55.8	6.0	6.50–13	24F, 26R
Chevy II 100, 300, 400	63–64	110	2675	183	70.8	55[2]	27	46	56.82	56.3	5.2	6.00–13[4]	24FR[5]
Chevy II S/Wagon	64	110	2970	187.6	70.8	55.1	27	50.6	56.82	56.3	5.8	6.00–13	24F, 28R
Chevy II 100, Nova	65	110.0	2735[6]	182.9	69.9	55[2]	27	45.9	56.8	56.3	5.2	6.50–13[7]	24FR
Chevy II S/wagon	65	110.0	3000	187.6	69.9	55.1	27	50.6	56.3	55.8	5.8	6.50–13[7]	24F, 28R
	[1] 4 cyl., 6 cyl. add 100 lbs. [2] Sport coupe, 54, convertible, 54.5. [3] 400, 6.50–13. [4] Sedans; Conv., 6.50–13; Super sports and V8 option, 6.50–14. [6] L-6 eng.; W/L-4 eng. 2640, W/V8 eng. 2930. [7] W/V8 eng., 6.95–14.												
Chevelle	64	115	3009	193.9	74.0	54.5[1]	30.9	48.0	58.0	58.0	6.0	6.50–14	24FR
Chevelle, S/Wagons	64	115	3290	198.8	74.0	54.9	30.9	52.9	58.0	58.0	6.5	7.00–14	24F, 28R
Chevelle 300, Malibu	65	115	3055[2]	196.6	74.6	53.2[3]	33.5	48.1	58.0	58.0	4.9	6.95–14[4]	24FR
Chevelle S/wagon	65	115	3290	201.4	74.6	55.1	33.5	52.9	58.0	58.0	6.5	7.35–14	24F, 28R
	[1] Sedans; 2 dr. hardtop and conv., 54.0. [2] W/V8 eng., 3210. [3] 2-Dr. sport coupe, 52.8; conv. coupe, 52.9. [4] W/327 V8 eng., 7.35–14.												
Biscayne, Bel Air, Impala	59	119.0	3570	210.9	79.9	56.0	32.6	59.3	60.3	59.3	6.0	7.50–14	24FR[1]
Biscayne, Bel Air, Impala	60	119.0	3725	210.8	80.8	56.0	32.6	59.2	60.3	59.3	6.0	7.50–14	24FR[1]
Biscayne, Bel Air, Impala	61	119.0	3655	209.3	76	57.6[3]	32.8	57.5	60.3	59.3	6.0	7.50–14[2]	24FR
Biscayne, Bel Air, Impala	62	119.0	3640	209.6	79	55.5[4]	32.7	57.9	60.3	59.3	6.5	7.00–14[5]	24FR
Biscayne, Bel Air, Impala	63	119	3425	210.4	79	55.5	33.4	58	60.3	59.3	6	7.00–14[6]	24FR
Biscayne, Bel Air, Impala	64	119	3445	210.4	79.2	54.5[7]	33.3	57.6	60.3	59.3	5.5[8]	7.00–14[6]	24FR
Biscayne, Bel Air, Impala, Impala SS	65	119.0	3525[9]	213[10]	79.6	55.4[11]	35.0	59.1[13]	62.5[12]	62.4[12]	5.3[14]	7.35–14[15]	24FR
	[1] S Wagons, 24F, 28R. [2] S/Wagons and convertibles, 8.00–14. [3] Convertible models, 58.1. [4] Conv. 55; S/Wagon 56. [5] Bel Air and Impala 7.50–14; S/Wagons 8.00–14. [6] Con. and 327 engines, 7.50 14; S/Wagons and 409 engines, 8.00–14. [7] Conv. 55.2; S/Wagon 56.2. [8] Sportcoupe, Conv. 5.8; S/Wagon 6.1. [9] W/V8 eng., 3685. [10] S/wagon, 213.3. [11] Sedans & S/wagons; 2-dr. sport coupe, 54.1; conv. coup, 55.1. [12] S/wagon, front 63.5, rear 63.4. [13] S/wagon, 59.3. [14] S/wagon, 6.8. [15] Convertible models and all 327 V8, 7.75–14; s/wagons and all 409 V8, 8.25–14.												
Corvette	59	102.0	3135	177.2	72.8	51.5	33.0	42.4	57.0	59.0	5.9	6.70–15	24FR
Corvette	60	102.0	2985	177.2	72.8	51.6	33.0	42.2	57.0	59.0	5.9	6.70–15	24FR
Corvette	61–62	102.0	3035[1]	176.7	70.4	52.8[2]	31.8	42.9	57.0	59	6.7	6.70–15	24FR
Corvette	63–64	98	3043	175.3	69.6	49.8	32	45.3	56.3	57	5	6.70–15	24FR
Corvette	65	98	3145	175.1	69.2	49.8	31.9	45.2	56.8	57.6	5	7.75–15	24FR
	[1] '62, 3065. [2] '62, 52.2.												
CHRYSLER													
LC2 Windsor, MC2 Saratoga	59	126	3945	220.9	79.5	59.5	34.8	59.8	61.2	60	5.6	8.50–14	22F, 22R
LC3, MC3 New Yorker	59	126	4120	220.9	79.5	59.2	35	59.9	61.2	60	6	9.00–14	22F, 22R
MC1 Windsor	59	122	3785	216.6	79.3	58.8	34.8	59.8	60.9	59.8	5.5	8.00–14	22F, 22R
PC1-L, RC1 Windsor	60–61	122	3920[10]	215[1]	79.4	54.9	34.7	58.7	61.0	59.7	5.2	8.00–14	24F, 22R
PC2-M, RC2 Saratoga	60–61	126	4150[10]	219.6[1]	79.4	55.2	34.7	58.7	61.0	59.7	5.5[11]	8.50–14	24F, 22R
PC3-H, RC3 New Yorker	60–61	126	4145[10]	219.6[2]	79.4	55.6	34.7	58.9	61.2	60.0	5.9[11]	9.00–14[12]	22FR[12]
SC1 Windsor, SC2 Saratoga	62	122	3690[13]	214.9	79.4	55.2	34.8	58.1	60.9	59.7	5.6	8.00–14	24F, 22R
SC3 New Yorker	62	126	3925	219.3	79.4	55.4	34.8	58.1	60.9	59.7	5.6	8.50–14	24F, 22R
TC1 Windsor, TC2 Saratoga	63	122	3745[3]	215.5	79.0	57.2	37.8	55.5[4]	61.0	59.7	5.4	8.00–14	24F, 22R
TC3 New Yorker, VC3	63–64	122	3950[6]	215.5	79.0[6]	57.5[6]	38.1	55.4	61.0	59.7	5.6	8.50–14	24F, 22R
TC2-300J	63	122	3820	215.5	79.0	55.6	38.1	55.4	61.0	59.7	6.1	7.60–15	24FR
VC1, VC2, VC2-300R[7]	64	122	3795[5]	215.5	80.0	55.3	37.8	55.5[4]	61.0	59.7	5.4	8.00–14	22FR
AC 1 Windsor, AC 2 Saratoga	65	124	4100	218.2	79.5	56.4	35.2	59.0	62.0	60.7	—	8.25–14[8]	24FR
AC 3 New Yorker	65	124	4100	219.0	79.5	55.9	35.7	62.3	62.0	60.7	—	8.85–14	24F, 22R
	[1] RC1, RC2, 216. [2] RC3, 220. [3] TC2, 3770. [4] TC2, VC2, 55.4. [5] VC2, 3855; VC2-300K. [6] VC3, 4015 Lbs., 80 In., 55.3 In. [7] Imported. [8] AC 2, 8.55–14. [10] Approx. shipping weight, RC1, 3950; RC2, 3985; RC3, 4100. [11] RC2, RC3, 5.2. [12] RC3, 8.50–14, 24F, 22R. [13] SC2, 3760.												

CITROEN													
ID 19, DS 19, Pallas	59–65	123	2475	189.5	70.5	58	40	26	59.1	51.2	6.5[1]	1.65–400[2]	24F, 21R[3]
ID 19 S/wagon	60–65	123	2625	194.75	70.25	61	40	32	59.1	51.2	6.5[1]	1.65–400[2]	24FR[4]
	[1] Adjustable up to 11.5 in. (hydropneumatic suspension). [2] Metric size; no exact Canadian equivalent. [3] '65 Pallas, 25.6F, 21.3R. [4] '63–'64 model, 24F, 29R.												
DAIMLER													
SP250 (Sports two-str.)	60–64	92	2218	168.0	60.5	50.25	27	41.5	50	48	6.0	5.90–15	22F, 24R[1]
	[1] Plus 6 psi for high speed driving.												
DATSUN-NISSAN													
Datsun PL410-U & UT Sed. & S/Wagon	63–65	93.8	1947[1]	157.4	58.7	54.8[2]	—	—	47.5	47.2	6.9	5.60–13	22F, 24R
Nissan LG31-U & UK "Cedric" Sed.	63–65	103.5	2740	180.7	66.5	59.3	—	—	52.7	54.1	7.5	6.4. 14	20F, 22R
Nissan WPL31-UK S/Wagon	63–65	99.6	2740	180.7	66.5	59.8	—	—	52.7	54.1	7.5	6.40–14	20F, 22R
Datsun SPL 310-U Sports	63–65	89.8	2006[3]	155.6	58.9	51.4[3]	—	—	47.8	47.1	6.7[4]	5.60–13[4]	21FR
	[1] S/wagon, 2112. [2] S/wagon, 55.2. [3] '63–'64, 1991, 50.2. [4] '63–'64, 6.3, 5.50–13.												
DE SOTO													
LS2, MS2 Firedome	59	126	4055	221.1	78.7	59.1	35	60.1	60.9	59.8	5.6	8.50–14	22F, 22R
LS3, MS3 Fireflite	59	126	4055	221.1	78.7	57.1	35	60.1	60.9	59.8	5.6	8.50–14	22F, 22R
PS3-M Adventurer, RS1	60–61	122	3960[1]	217.0[2]	79.4	54.8[3]	34.7	60.3[4]	61.0	59.7	5.2	8.00–14	24F, 22R
	[1] RS1, 3820. [2] RS1, 215.6. [3] RS1, 55. [4] RS1, 59.												
DKW, AUTO-UNION													
DKW F93 2 door	59	92.5	1969	166.3	66.75	57.68	28.5	44.5	50.79	53.15	7.5[2]	5.60–15	20F, 23R
DKW F94[1], AU 1000S[1] (4 door)	59–63	92.5	2068	166.3	66.75	58.5	28.5	44.5	50.79	53.15	7.5	5.60–15	20F, 23R
DKW F94[1], AU 1000 Universal[1] (S/Wagon)	59–63	96.46	2145	164.2	64.75	62.5[3]	28.5	42.3	50.79	53.15	7.5[2]	5.60–15	20F, 23R
AU 1000 2 door	59–63	92.5	1975	166.5	66.75	57.75	28.5	44.5	50.79	53.15	7.5[2]	5.60–15	20F, 23R
AU 1000 Sp. (2 seater)	59–63	92.5	2095	164	66	52	31	34	50.79	53.15	8	6.00–15	21.5FR
DKW 750	60–61	85.6	1499	156.9	62	55	28.3	41.3	46.5	47.3	6	5.20–12	21FR
DKW Junior Deluxe 800	62–63	85.6	1565	156.2	62.1	56.6	—	—	47.3	47.7	6.3	5.50–13	20FR
	[1] Auto-Union model designation after '59. [2] After '59, 6.69 in. After '59, 58.85. [4] To '61 only.												
DODGE													
LE1, LE2, ME1, ME2 Crusader, Regent, Mayfair	59	118	3480	210.8	78	58.6	33.1	58.9	60.9	59.8	5.4	7.50–14	24F, 22R
LD3, MD3 Custom Royal	59	122	3785	217.4	80	58.8	35.2	60.2	60.9	59.8	5.5	8.00–14	22F, 22R
PD3, (6 cyl.), PD4 (8 cyl.) Dart[1]	60	118	3460[8]	208.6	78	54.8	33.5	57.1	61.5	60.1[4]	5.1	7.50–14	22FR[5]
PD2, RD1 Polara	60–61	122	3875[6]	212.6	78	54.9	33.5	57.1	61.0[7]	59.7[7]	5.2	8.00–14	24F, 22R
RD3 (6 cyl.), RD4 (8 cyl.) Dart[1]	61	118	3425[8]	209.4	78.7	54.8	33.5	58.0	61.5	60.1[4]	5.1	7.00–14[9]	24F, 22R
RW1, SL1 Lancer[14]	61–62	106.5	2615	188.8	72.3	53.3	32.9	49.4	56.0	55.5	5.4	6.50–13	24FR
SD1 (6), SD2 (V8) Dart; SD2-P Polara[14]	62	116	3000[10]	202.0	76.5	53.7[11]	34.6	51.4	59.4	57.5	5.0[12]	6.50–14[13]	24F, 22R
SD3 Custom 880[14]	62	122	3655	213.5	78.7	55.2	33.4	58.1	60.9	59.7	5.4	8.00–14	24F, 22R
TD1 6 cyl., TD2 V8 (220, 330, 440)	63	119[2]	3105[15]	210.2	76.5	56.4	35.2	53.9	59.5	57.5	5.3[16]	7.00–14	24F, 22R
TD2-P (Polara 500)[14]	63	119	3510	208.1	76.5	53.9	35.2	53.9	59.5	57.5	5.1	7.00–14	24F, 22R
TA3, VA3 (Custom 880)[14]	63–64	122	3730[20]	214.8	79.0	55.2	34.7	58.1	61.0	59.7	5.4	8.00–14	24F, 22R
Dart TL[14], VL1 (170, 270, GT model)	63–64	111[18]	2740	196.3	69.8	54.0	34.4	50.5[24]	55.9	55.6	5.7[25]	6.50–13	24FR
VD1, VD2	64	119[2]	3145[23]	210.2	74.9	55.1	36.8	53.9	59.5	59.6	5.3	7.00–14[21]	22FR[21]
Dart VL2 (170, 270 GT)	64	111[18]	2815	196.3	69.8	53.8	34.4	50.9	55.9	55.6	5.8	7.00–13	24FR
AD1, AD2	65	121	3735	212.3	79.0	56.3	35.5	55.8	62.0	60.7	—	7.75–14[19]	24F, 22R
	[1] Model names—Seneca, Phoenix, Pioneer. [2] S/Wagon, 116. [3] 6 cyl.; 8 cyl., 3640. [4] 6 cyl.; 8 cyl., 60.2. [5] 6 cyl.; 8 cyl., 24F. [6] RD1, 4120. [7] RD1, 61.5 front, 60.2 rear. [8] RD3; RD4, 3630. [9] RD3; RD4, 7.50–14. [10] SD2, 3170; SD2-P, 3300. [11] SD2, SD2-P, 54.0. [12] SD2, SD2-P, 5.3 in. [13] SD2, 502–5 7.00–14, 24FR. [14] Not built or sold in Canada. [15] TD1; TD2, 3275. [16] TD1; TD2, 5.1; S/Wagons, 4.8. [17] S/Wagon fully loaded, 24F, 28R. [18] S/Wagon, 106. [19] AD2, 8.25–14. [20] VA3, 3795. [21] Suburban, 7.50–14, 26FR. [23] VD2, 3325 lbs. [24] VL1, 50.9. [25] VL1, 5.5.												
EDSEL													
Ranger, Corsair	59	120	3768	214.6	79.82	57.86	35.4	55.4	59	56.4	5.9	7.50–14	24F, 22R
All	60	120	3935	216.01	81.48	56.86	35.11	60.9	61	60	5.9	7.50–14	24F, 22R
FIAT													
600, 600D	59–64	78.75	1323	130.5	54.33	55.32	21.85	29.92	45.3	45.67	6.3	5.20–12	15F, 23R
600, 750 Multipla	59–62	78.75	1665	141.17	57.09	62.21	31.89	28.54	48.42	45.55	5.9	5.20–12	25F, 28R
1100 Standard, 1100 Special	59–62	92.13	1951	154.33	57.4	58.66	25.2	37.0	48.6	47.85	5.12	5.20–14	22F, 24R
1100 De Luxe	59–61	92.13	2018	156	57.4	58.66	25.2	38.67	48.6	47.85	5.12	5.20–14	22F, 24R

All dimensions in inches. † Standard sedan model—4 door where available. * Includes bumper guards

GENERAL DATA

MAKE & MODEL	YEAR	Wheelbase	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
FIAT—Continued													
1100 Family S/Wagon	59-61	92.13	1985	149.13	57.4	58.9	25.2	—	48.6	47.85	5.5	5.60-14	20F, 27R
1200 Roadster	59-61	92.13	—	152.6	57.9	50.4	27.2	33.4	48.6	47.85	5.12	5.20-14	22F, 24R
1200 Sedan	59-61	92.13	2042	154.33	57.4	57.8	25.2	37.0	48.6	47.85	5.12	5.20-14	22F, 24R
2100 Sedan	60-61	104.33	2712	175.79	63.78	57.87	27.56	43.9	52.76	51.45	5.75	5.90-14	24F, 27R
2100 S/Wagon	60-61	104.33	2922	175.79	63.78	58.46	27.56	43.9	52.76	51.45	6.02	6.40-14	22F, 27R
1200 Convertible	62-64	92.1	2030[1]	158.7	59.8	51.2	—	—	48.6	47.9	4.7	5.20-14[3]	24F, 27R[3]
1500 Cabriolet	64	92.13	2183	160.83	59.84	50.79	30	40	48.46	48.43	4.72	5.50-15	23F, 24R
750	65	78.74	1334	131.5	54.3	55.3	22.0	30.7	45.3	45.7	5.7	5.20-12	14.2F,22.8R
1500 Convertible	65	92.125	2116	160.8	59.8	50.7	30.0	40.0	48.5	48.4	4.7	145-14	22.8F,24.2R
1100 D	65	92.1	1975	154.0	57.5	57.8	25.2	37.0	48.6	47.9	5.1	5.20-14	21.3F,24.1R
FORD													
Falcon (and Frontenac to '61)	60-63	109 5	2396[4]	181.19[2]	70 62	56.36	29.34	42.34	55	54.5	5.86	6.00-13[3]	24FR
Falcon	64	109.5	2512	181.6	70.6	56.3	29.34	42.8	55	56	5.9	6.50-13	24FR
Falcon	65	109.5	2510	181.6[1]	71.6	54.5	29.3	42.8[1]	55	56	5.6	6.00-13[5]	24FR[6]
	[1] S/wagon, 190, 51.2. [2] S/Wagon, 189. [3] '63, 6.50-13; conv. and S/Wagon, 7.00-13. [4] '63 4 dr. sed., 2446. [5] All auto trans. & V8, 6.45-14. [6] S/wagon, 24F, 28R.												
Fairlane, Fairlane 500	62-64	115.5	2870[5]	197	71.3	55.5	30.6	51.5	57	56	5.7[4]	6.50-13[1]	24FR
Fairlane, Fairlane 500	65	116	2975	198.4[2]	73.8	55.8	31.2	51.6[2]	57	56	5.4	6.95-14[5]	24FR[6]
	[1] S/Wagon, 7.00-14, '64, 6.50-14 sedan. [2] S/wagon, 203. [3] '64, 2952 lbs. [4] '64, 6.0 in. [5] All V8 & S/wagon, 7.35-14. [6] S/wagon, 24F, 28R.												
Custom 300, Fairlane. Galaxie	59	118	3665	208	76.6	57.66	34.2	55.8	59	56.4	6	7.50-14	24F, 22R
Fairlane, Fairlane 500, Galaxie	60	119	3893	213.6	81.48	56.86	33.92	60.74	61	60	5.70	7.50-14	24FR
Fairlane, Fairlane 500, Galaxie	61	119	3842	209.9	79.9	57	32.4	58 5	61	60	5.5	7.50-14	24FR
Galaxie 100, 500 and S/Wagon Series	62	119	3843	209.3	79.2	54.8	32.4	57.9	61	60	5.3	7.50-14	24FR
Custom & Galaxie, all models	63-64	119	3795[2]	209.9	79.9	55.5[2]	32	58.5	61	60	5.2	7.50-14	24FR
Custom & Galaxie, all models	65	119.0	3548	210	77.3	55.6	34.4	56.6	62	62	5.5	7.35-15[1]	22F, 24R
	[1] S/wagon, 8.15-15. [2] '64, 3825 lbs., 56.5 in.												
Mustang	64	108	2585	181.6	68.2	51.1	—	—	55.4[1]	56	5.2	6.50-13	24FR
Mustang	64-65	108	2556[2]	181.6	68.2	51.1	33.6	40	55.4[1]	56	5.2	6.50-13[3]	24FR
	[1] W/V8 eng., 56.0 in. [2] '64, 2585. [3] 6.95-14 opt.												
FORD (British)													
Anglia, Prefect	59	87	1618	151.25	60 5	59.25	—	—	48	47 5	7.0	5 20-13	24FR
Escort, Squire	59-60	87	1870	141.75[1]	60.625	62.25	—	—	48	47.5	7.0	5.60-13	24F, 28R
Consul[5]	59-61	104.5	2459	172.15	68.62	59.5	—	—	50	52	6.5	5.90-13	28FR
Zephyr, Zodiac	59-61	107	2648[2]	178.5[3]	68.87	59.5	—	—	50	52	6.75	6.40-13	24FR
Anglia Std., Anglia Super	60-64	90.5	1625	153.5	57.34	56.62	—	—	46	45.8	6.4	5.20-13	22FR
Prefect (4 door)	60	87	1710	149.67	60.75	59.3	—	—	48	47.5	6.4	5 20-13	24FR
Consul 315, Capri[7]	61-64	99	1800	170.75	65.25	54.5[6]	29.4	40	49.5	49.5	5.875	5.60-13[4]	24FR
Anglia Estate Car	61-63	90.5	1640	154.2	57.3	55.5	—	—	46	45.8	6.4	5.60-13	24FR
Consul Cortina	63-64	98	1758	168.5	62.5	54.5	—	—	49.5	49.5	6.4	5.20-13	22FR
Anglia Std., Anglia Super	65	90.5	1774	154.25	57.5	57.25	—	—	46	45.75	6.75	5.20-13	22FR
Cortina	65	98	1750	168.25	62.5	56.25	—	—	49.5	49.5	6.5	5.20-13	22FR
	[1] Squire; Escort, 141.5. [2] Zodiac, 2721. [3] Zodiac, 180.5. [4] 5.90-13 optional. [5] Known as Consul 375 from June '61. [6] Capri, 52.4. [7] Capri only, in '64.												
FORD (German)													
Taunus 12M Sed. & S/Wagon	59-61	98	1930	160	61.8	59.9	—	—	48.03	48.03	6.3	5.60-13	21F, 24R
Taunus 17M Sed. & S/Wagon	59-61	102.5	2240	172.2	65.75	57.9	—	—	50	50	6.7	5.90-13[1]	21F, 24R
	[1] Station Wagon 6.40-13; pressures 21F, 35R.												

HILLMAN													
Minx Series II, III, IIIA, IIIB, IIIC Sedans	59–63	96.0	2230	162.0	60.75	59.5	26.5	39.5	49.0	48.5	7.0	5.60–15	24FR
Husky Series II, III	60–65	86	2142[3]	149.5[3]	60.5	59.5	—	—	49	48.5	6.5	5.60–15	24FR
Super Minx Mk I, II	62–65	101	2385[1]	165	62.25[1]	58.25	25.5	38.5	51.5	48.5	6.5	5.90–13[2]	27FR[2]
Minx Series V	64–65	96.0	2200	161.5	61	58	26	39.5	49	48.5	5.5	6.00–13	25FR

[1] '63, 2355; width, 63.75 in. [2] '63, 6.00–13; 25FR. [3] Husky III, 2061, 152.

HUMBER													
Super Snipe I	59	110	3220	184.75	70.5	61	32.25	42.5	56.5	55.5	7	6.70–15	26F, 28R
Super Snipe II	60	110	3351	184.75	70.5	61	32.25	42.5	56.875	55.5	7	6.70–15	24F, 26R
Super Snipe III, IV, V, Imperial	61–65	110	3371[1]	188.00	70.5	61	35.5	42.5	56.875	55.5	7	6.70–15	27FR[2]

[1] Series IV, 3402; Series V & Imperial, 3571. [2] Series V & Imperial, 24FR.

IMPERIAL													
MYI	59	129	4800	226.3	81	56.9	37.6	59.7	61.8	62.4	5.8	9.00–14	24F, 24R
PYI, RYI, SYI, TYI	60–63	129	4700[1]	226.3[2]	80.5[3]	56.7[6]	39.7[4]	57.6[5]	61.8	62.2	5.6	8.20–15	24FR
	64–65	129	5100[7]	227.8	80.0	57.1	40.1	58.7	61.8	61.7	5.4[8]	9.15–15[8]	22FR[8]
VYI, AYI													

[1] RYI, 4800; SYI, 4680; TYI, 4690. [2] RYI, 227.1; TYI, 227.8. [3] RYI, TYI, 81.7. [4] RYI, TYI, 40.6. [5] SYI, 57.5; TYI, 58.2. [6] TYI, 58.9. [7] '64, 5145. [8] '64, 5.8, 8.20–15, 24FR.

JAGUAR													
2.4 litre	59	107.375	2800[1]	180.75	66.75	57.5	—	—	54.625[3]	50.125[3]	7.0	6.40–15	24F, 22R
3.4 litre	59	107.375	3024[1]	180.75	66.75	57.5	—	—	54.625[3]	50.125[3]	7.0	6.40–15	25F, 22R
XK150, XK150S	59–62	102.0	2968[1]	177.0	64.5	55.0	—	—	51.625	51.625	7.125	6.00–16	26F, 28R
Mk VIII	59	120.0	3752[1]	196.5	73.0	63.0	—	—	56.5	58.0	7.5	6.50–16[4]	23F, 25R
Mk IX	59–61	120.0	3864[1]	196.5	73.0	63.0	—	—	56.4	58.0	7.5	6.50–16[4]	25F, 27R
3.4, 3.8 litre Mk II	60–65	107.375	3080	180.75	66.75	57.5	—	—	55[5]	53.375[5]	7	6.00–15[6]	28F, 24R
XK "E" type coupe and convertible	61–65	96	2576[7]	175.3	65.25	48.125[8]	36.25	43.125	50	50	5.5	6.40–15	23F, 25R
Mk.X, 4.2 Sedan	62–65	120	4074[9]	202	76	54.5	31.4	51	58	58	6.5	7.50–14[10]	25F, 30R[10]
3.8 Litre S-Type	64–65	107.4	3440	187.8	66.75	54.5	32	48.5	55.25	54.25[2]	7	6.00–15[6]	28F, 25R

[1] Dry. [2] Wire wheels 52.875. [3] Disc wheels, drum brakes; disc brakes, 55.125F, 50.375R; wire wheels, 55.125F, 50.875R. [4] Or 6.70–16. [5] Disc wheels; wire wheels, 55.5 & 54.125. [6] 6.40 optional. [7] Conv. 2520; '65 coupe 2520, conv. 2464. [8] Convertible, 46.5. [9] W/auto trans.; std. trans. 3994; '65, 4020, [10] '65, (RS5, SP41) 205 x 14, 30F, 27R.

KAISER-JEEP													
CJ-3B Universal Jeep 4WD	59–64	80	2243	130	69	66.25	20.5	29.25	48.5	48.5	8	6.00–16	26F, 28R
CJ-5 & CJ-5A Universal Jeep 4WD	59–65	81	2274	135.5	71.75	67	22.5	32	48.5	48.5	8	6.00–16[11]	26F, 28R
CJ-6 & CJ-6A Universal Jeep 4WD	59–65	101	2336	155.5	71.75	67	22.5	32	48.5	48.5	8	6.00–16[11]	26F, 28R
Pickups 4WD (4-75, 6-226 and 6-230[8] engines)	59–64	118	2840[4]	182.5	71	74.5	25.75	40	57	63.75	7.75	7.00–16	30F, 45R
Sed. Del. & S/W 4WD (4-75, 6-226, 6-230[8] engines)	59–64	104.5	3200[5]	176.25	71.75	72	25.75	46	57	57	7.5	7.00–15	27FR
DJ-3A Dispatcher 2WD	59–64	80	1815	130.02	57	52	20.5	25.5	48.25	48.25	7.5	6.40–15	27FR
FC-150[6] Fwd. Cont. Pickup 4WD	59–64	81	3273	147.3	74.5	78	38.5	27.75	57	57	8.5	7.00–15	27FR
FC-170[7] Fwd. Cont. Pickup 4WD	59–64	103.5	3490	181.5	74.5	79.5	39.5	38.5	57	63.8	8.87	7.00–16	45FR
J200, J300 Gladiator	63–65	120[1]	3350[1]	193.36[1]	78.9	70	28.5[10]	45[10]	63.5	63.75	8.75	7.60–15[2]	—
Wagoneer & Panel Del. 2 WD & 4 WD	63–65	110	3700	183.6	75.6	64[9]	28.7	45	57	57	7.7[9]	6.70–15[9]	—
DJ-5 & DJ-6 Dispatcher	65	81[3]	1935[3]	136.18[3]	71.75	69.80	22.25	32	48.44	48.44	7.5	6.85–15	26FR

[1] J300, 126 n.; curb weight, 3700 lb.; length, 205.36 in. [2] J200; J300, 7.00–16. [3] DJ-6, 101, 2067, 156.18. [4] 6-226, 2950. [5] 6-226, 3300 [6] Model 4-75 engine. [7] Model 6-226 engine. [8] 6-230 engine new in '62. [9] 4 WD, 64.2; clearance 7.9; tires 7.10–15; '65 tires, 8.15–15. [10] J300 models, 38.5(F), 51(R). [11] CJ-5A & 6A, 8.15–15.

LAND ROVER													
88 S/Wagon, Ser. II	59	88	3053	142.375	64.0	79.0	23.5	33.5	51.5	51.5	8.75[1]	7.00–16[3]	25FR
109 S/Wagon, Ser. II	59	109	3447	175.375	64.0	82.5	23.5	46.0	51.5	51.5	8.75[1]	7.00–16[3]	25FR
88 S/Wagon (incl. Diesel)[4]	60–65	88	3228	142.375	64	77.5	24	36	51.5	51.5	8	6.00–16	25FR
109 S/Wagon (incl. Diesel)[4]	60–65	109	3745	175	64	77.5	24	48	51.5	51.5	8	7.50–16	22FR

[1] With 7.00–16 tires. [3] Or 6.00–16, 7.50–16. [4] '62, '64 models designated Series IIA.

LINCOLN CONTINENTAL													
Lincoln, Premiere, Continental	59	131	4823	227.1	80.1	58	35.4	60.6	61	61	6.3	9.00–14	24FR
Lincoln, Continental	60	131.12	5032[1]	227.15	80.3	58.31	34.72	61.31	61	61	7.02	9.50–14	24FR
4 dr. Sedan and Convertible	61	123	5115	212.4	78.6	54.9	36.5	52.9	62	61	6.1	9.00–14	24FR
53A Sedan, 74A Convertible	62–63	123	5132[2]	213[6]	78.6	53.7[3]	37.1[6]	52.9	62.1	61	5.5[4]	9.00–14[5]	24FR
Sedan, Convertible	64–65	126	5275[7]	216.3[7]	78.6	54.2[3]	37.4	52.9	62.1	61	5.5[8]	9.15–15	24FR

[1] Continental, 5227. [2] Convertible, 5536 lbs. [3] Convertible, 54.7 in. [4] Convertible, 5.8 in. [5] Convertible, 9.50–14. [6] '63, 213.3, 37.4. [7] '64, 5278, 216. [8] '64, 5.2.

All dimensions in inches. † Standard sedan model—4 door where available. * Includes bumper guards.

GENERAL DATA

MAKE & MODEL	YEAR	Wheel-base	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
MERCEDES-BENZ													
180, 180D[4]	59–62	104.33	2560[1]	176.562	68.5	61.437	—	—	—	—	7.625	6.40–13	24F, 25R
190, 190D	59–62	104.33	2640[2]	176.562	68.5	61.437	—	—	56.3	57.87	7.625	6.40–13	24F, 25R
190SL	59–62	94.49	2510	165.34	68.5	51.97	—	—	56.3	58.07	6.125	6.40–13	—
219	59–62	108.27	2780	184.25	68.5	61.417	—	—	—	—	8	6.40–13	—
220S, 220SE Sedans	59	111.02	2920[3]	187.0	68.5	51.5	—	—	56.3	57.87	8.5	6.70–13	23F, 25R
220S, 220SE Coupe, Conv.	59–62	106.31	3065	185	70.5	60.25	—	—	56.3	57.87	8.5	6.70–13	23F, 25R
300d	59–63	124.01	4400	204.33	73.23	63.0	—	—	58.27	60.04	8.5	7.60–15	25FR
300 SL	59–63	94.49	2855	177.95	70.47	51.18	—	—	54.42	56.49	5.12	6.70–15	28F, 31R
220 SEb Coupe, Convertible	61–65	108.27	3135	192	72.5	56.8	—	—	58.3	58.5	6.9	7.25–13	23F, 26R
180c, 180Dc	62–63	104.33	2570[6]	177.2	68.5	61.4	—	—	56.7	58.5	7.6	6.40–13	24F, 26R
190c, 190Dc	62–65	106.3	2755[6]	186.5	70.7	58.6	—	—	57.8	58.5	7.5	7.00–13	22F, 27R
220b, Sb, SEb Sedans	60–65	108.3	2910	192.2	70.7	59.4	—	—	57.87	58.46	7.9	7.25–13	24F, 26R
300 SE	62–65	108.3	3375	192.2	70.7	57.5	—	—	58.4	58.7	7.2	7.50–13	24F, 26R
230 SL	63–65	94	2855	168.7	69.2	51.5	—	—	58.5	58.5	—	—	—

[1] 180D, 2660. [2] 190D, 2665 [3] 220SE, 2965. [4] To '61 only. [6] 180DC, 2660; 190DC, 2865.

MERCURY													
Comet	60–63	114	2518	194.83	70.38	54.5	30.8	50.1	55	54.5	5.9	6.00–13[1]	24FR
Comet S/Wagon (6 pass.)	63	109.5	2688	191.8	70.4	54.9	30.8	—	55	54.5	5.9	6.50–13	—
Comet	64	114	2725	195.1	71.4	54.9	31.1	50	55	56	5.5	6.50–13[2]	24FR
Comet S/Wagon	64	109.5	—	191.8	71.6	55.9	31.1	—	55	56	—	6.50–13[2]	24FR
Comet	65	114	2765	195.3	72.9	55.1	31.1	50.2	55[3]	56	5.9	6.95–14	24FR
Comet S/wagon	65	109.5	2925	191.8	71.6	55.2	31.1	51.2	55[3]	56	5.9	6.95–14	24F, 28R

[1] S/Wagons, 6.50–13; '63 V8s, 7.00–13 [2] 6 Cyl. models, 6.50–14 optional; V8s, 7.00–13, 7.00–14 optional. [3] V8, 55.6.

Meteor	62–63	116.5	2841	203.8	71.3	55.8	31.1	56.2	57	56	6	6.50–14[1]	24FR
Meteor S/Wagon	63	115.5	3345	202.3	71.3	56.6	31.1	—	57	56	6	7.00–14	24FR
Meteor	64	120	3901	215.5	80	56.5	32.8	62.5	61	60	5.5	7.50–14[2]	24FR
Meteor S/Wagon	64	120	4193	210.4	79.9	57.9	32.8	—	61	60	—	8.00–14	24FR
Meteor	65	123	4000	218.4	79.6	56	36.8	58.6	62	62	5.9	8.15–15	24FR
Meteor S/wagon	65	119	4335	214.5	79.6	56.7	36.8	58.7	62	62	5.9	8.15–15	24F, 28R

[1] 7.00–14 optional (Std. on V8). [2] 6 cyl.; V8s, 8.00–14. Other options, 6.70–15, 7.10–15.

Monterey, Montclair	59	126	4157	217.8	80.68	57.61	34.7	57.1	60	60	5.5	8.00–14	24F, 24R
Park Lane	59	128	4332	222.8	80.68	57.61	34.7	60.11	60	62	5.5	8.50–14	24F, 24R
Monterey, Montclair, Park Lane	60	126	4332	219.2	81.5	57.51	35.34	57.82	60	60	5.69	8.00–14	24FR
Monterey	61	120	3936	214.6	79.6	57.13	33.8	60.8	61	60	5.38	7.50–14	24FR
Monterey	62–63	120	3982	215.5	79.5[2]	54.9[2]	34.5	61	61	60	5.2[2]	7.50–14[1]	24FR
Montclair, Park Lane	64	120	4132	215.5	80	56.5	32.8	62.5	61	60	5.5	8.00–14	24FR
Montclair, Park Lane	65	123	4090	218.4	79.4	56	36.8	58.6	62	62	5.9	8.15–15	24FR

[1] Convertible and S/Wagon, 8.00–14. [2] '63, width 80, height 55.5, clearance 5.3.

METEOR (to '61)													
Niagara 300, Rideaus, Montcalm	59	118	3665	208	76.6	57.66	34.2	55.8	59	56.4	6	7.50–14	24F, 22R
Rideau, Rideau 500, Montcalm	60	119	3896	213.6	81.48	56.86	33.92	60.74	61	60	5.7	7.50–14	24FR
Rideau, Rideau 500, Montcalm	61	119	3842	209.9	79.9	57	32.4	58.5	61	60	5.5	7.50–14	24FR

METROPOLITAN													
1500	59–62	85	1953[1]	149.5	61.5	54.8[2]	28.4	36.2	45.3	44.8	6.3	5.60–13	24F, 22R

[1] 2-door hardtop, convertible 1913. [2] Loaded height.

MG													
MGA (1500)	58–59	94	1988[2]	156	58	50	—	—	47.5[1]	48.75[1]	6	5.60–15	17F, 20R
Magnette Series ZA, ZB	58–59	102	2464	169	63	58	—	—	51	51	6	5.50–15	24F, 26R

Magnette Series III	59–61	99.25	2420	178	63.5	59	—	—	48.875	49.875	6.25	5.90–14	24F, 24R
MGA 1600 1600 Mk II	59–62	94	2016	156	58	50	—	—	47.5[3]	48.75	6	5.60–15[4]	17F, 20R
Midget, Midget III	61–65	80.0	1456[5]	136.25	53.0	49.75	—	—	45.75	44.75	5.0	5.20–13	18F, 20R
Magnette Mk IV	62–65	100.2	2520	178.12	63.5	59.75	—	—	50.56	51.37	6.5	5.90–14	23F, 25R
MGB 1800	63–65	91	2030	153.19	59.94	49.38	—	—	49.0	49.25	5	5.60–14	17F, 20R
MG1100	63–65	93.5	1852	146.75	60.38	52.75	—	—	51.5	50.88	6	5.50–12	28F, 24R

[1] With disc wheels. [2] Twin Cam, 2185 [3] Disc wheels; wire, 47.875. [4] '61–'62, 5.90–15, 22F, 24R. [5] Midget III, 1466.

MONARCH

MK II-Lucerne & Richelieu	59	126	4157	217.8	80.68	57.61	34.7	57.1	60	60	5.5	8.00–14[1]	24F, 24R
MK II-Sceptre	59	128	4332	222.8	80.68	57.61	34.7	60.11	60	62	5.5	8.00–14	24F, 24R
Lucerne, Richelieu, Sceptre	60	126	4332	219.2	81.5	57.51	35.34	57.82	60	60	5.69	8.00–14	24FR
Richelieu	61	120	3936	214.6	79.6	57.13	33.8	60.8	61	60	5.38	7.50–14	24FR

MORRIS

Minor Series II, 1000	59–65	86	1700	148	61	60	—	—	50.625	50.312	6.75	5.00–14	22F, 24R
Oxford Series II, III	59	97	2464	171	65	63	—	—	53.5	53	6.25	5.50–15	22F, 24R
Oxford Series V	59–61	99.19	2408	175.375	63.5	59.75	—	—	48.875	49.875	6.25	5.90–14	23F, 25R
850	60–65	80	1331	120	55	52.5	—	—	47.75	45.875	7.125	5.20–10	24FR
Oxford Traveller	61	99 19	2604	178	63.5	60	—	—	48.875	49.875	6.5	5.90–14	22F, 32R
850 Traveller	61	84.16	1456	130	55	53.5	—	—	47.75	45.875	7.125	5.20–10	24FR
Mini Cooper, Super[1]	62–65	80	1350	120.25	55.5	53	—	—	47.75	45.875	6.375	5.20–10	24F, 22R
Oxford Series VI, Traveller	62–65	100.25	2400	174.5	63.5	58.875	—	—	50.62	51.37	6.5	5.90–14	23F, 25R
1100	63–65	93.5	1887	146.75	60.38	52.75	—	—	51.5	50.875	6.0	5.50–12	28F, 24R

[1] Special versions of 850.

NSU

Prinz 30	60–61	78.7	1113	123.8	55.9	53.2	—	—	47.2	47.2	—	4.40–12	—
Sport Prinz	60–65	78.7	1224[1]	141.7	59.2	49.2	—	—	47.2	47.2	—	4.40–12	—
Prinz 4	62–65	80.25	1112	138	58.5	53.5	—	—	48	47.25	7	4.80–12	—
Prinz 1000	65	88.0	1411	149.5	58.6	53.5	—	—	50.0	49.0	—	5.50–12	—

[1] Shipping weight.

OLDSMOBILE

88, Super 88	59	123.0	4325	218.4	80.8	57.7	36.4	59.0	61.0	61.0	5.5	8.50–14	22F, 20R
98	59	126.3	4596	223	80.8	57.7	36.4	60.3	61.0	61.0	5.5	9.00–14	22F, 20R
88, Super 88	60	123	4256	217.6	80.6	58.3	35.3	59.3	61.0	61.0	5.3	8.50–14	22F, 20R
98	60	126.3	4528	220.9	80.6	58.5	35.3	59.3	61.0	61.0	5.5	9.00–14	22F, 20R
F-85	61–62	112	2719	188.2	71.6	52.7	30.5	45.7	56.0	56.0	4.94[4]	6.50–13	22FR
88, Super 88	61	123	4193	212	77.2	55.8	32.6	56.5	61.0	61.0	5.6	8.00–14	24F ,22R
98	61	126	4398	218	77.2	56.6	32.6	59.5	61.0	61.0	5.8	8.50–14	22FR
88, Super 88	62	123	4195	213.9	77.9	55.8	33.8	57.3	61	61	5.9	8.00–14	24F, 22R
98	62	126	4425	220	77.9	56.6	33.8	60.4	61	61	5.9	8.50–14	22FR
F-85	63	112	2747	192.4	73.7	52.6	32.0	48.2	56	56	5.79	6.50–13	22FR
88, Super 88, Starfire	63	123	4172	214.4	77.9	56.3	34.7	56.8	62.2	61	5.9	8.00–14	24F, 22R
98	63	126	4413	221.5	77.9	56.3	34.7	56.8	62.2	61	6.17	8.50–14	22FR
F85	64	115	3286	203	74.3	54.4	34.0	54.0	58.0	58.0	5.8	6.50–14[5]	24FR
88, Super 88, Starfire	64	123	4152	215.3	78.0	56.2	36.0	56.3[7]	62.2	61.0	5.4[7]	8.00–14[9]	24FR
98	64	126	4230	222.3	78.0	57.1	36.0	60.3	62.2	61.0	5.36	8.50–14	24FR
F-85 Vista Cruisers	65	120	3973	207.7	74.4	58.3	34.0	53.7	58	58	5.8	7.75–14	24FR
F-85 Std. S/wagon	65	115	3403	202.7	74.4	55.4	34.0	53.7	58	58	5.8	7.35–14	24F, 28R
F-85 Coupe and Sedan	65	115	3157	204.7	73.8	54.5	34.0	55.3	58	58	5.5	6.95–14[2]	24FR
Jetstar 88	65	123	3923	216.9	79.9	55.5	34.4	59.5	62.5	63.0	5.7	7.75–14	24FR
Dynamic 88, Delta 88, Jetstar I, Starfire	65	123	4105	216.9	80.0	55.5[3]	34.4	59.5	62.5	63.0	5.8	8.25–14	24FR
98	65	126	4392	222.9	80.0	55.8	34.4	62.5	62.5	63.0	5.8	8.55–14	24FR

[2] V8, 7.35–14. [3] Jetstar 1 and Starfire, 54.1. [4] '62, 6 in. [5] W/V6 eng.; W/V8, 7.00–14. [7] S/Wagon, 58.13, 6.02. [9] Starfire conv., 8.50–14.

PANHARD

PL 17	60–64	101.0	1900[1]	180.0	63.0	57.5	—	—	51.3	51.3	—	5.60-15	—

[1] Shipping weight.

All dimensions in inches. † Standard sedan model—4 door where available. * Includes bumper guards.

GENERAL DATA

MAKE & MODEL	YEAR	Wheelbase	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
PEUGEOT													
403, 403-7 Sedans	59–65	105	2330[1]	176	65.75	59.25	53.5	42	52.75	52	7	6.50–15[2]	21F, 23R
403 S/Wagon	59–63	114.2	—	181	66	—	—	—	52.75	52	—	6.50–15	19F, 26R
404 Sedan	61–65	104.3	2359	174	64	57	—	—	53	50.4	6	6.50–15[2]	19F, 23R
404 S/Wagon	64–65	113	2644	181	64	59	29	40	53	51	6	6.00–15	21F, 31R

[1] 403-7, 2225. [2] '64, 6.00-15; '65, 5.60-15.

PLYMOUTH													
MP1 6 cyl., MP2 8 cyl.	59	118	3490	208.2	78	58.6	33.1	58.9	60.9	59.7	5.4	7.50–14	22F, 22R[4]
PP1 (6 cyl.), PP2 (8 cyl.)[5]	60	118	3490[6]	209.4	78.6	54.8[7]	33.2	58.2	60.9	59.6[8]	5.0	7.50–14	24F, 22R
RP1 (6 cyl.)[5], RP2 (8 cyl.)[5]	61	118	3415[9]	209.4	80.0	54.8[7]	36.1	55.4	60.9	59.6[8]	5.0	7.00–14[10]	24FR[10]
SP1 (6 cyl.)[5], SP2 (8 cyl.)[5]	62	116	2960[11]	202	75.6	53.7[12]	34.6	51.4	59.4	57.5	5.0[12]	6.50–14[13]	24F, 22R
TP1 (6 cyl.), TP2 (8 cyl.)	63	116	3075[1]	206.9	75.6	56.4	34.6	54.4	59.5	57.5	5.3[14]	7.00–14	24F, 22R
TP2-P (Sport Fury)[3]	63	116	3425	205	75.6	53.9	34.6	54.4	59.5	57.5	5.1	7.00–14	24F, 22R
VP1, VP2, VP2-P[2]	64	116	3340[16]	206.5	75.6	55.2	36.1	54.4	59.5	59.6	5.3	7.00–14[17]	22FR
AP1, AP2	65	119[3]	3610	209.4	78.0	56.0	34.5	55.9	62.0	60.7	5.7	7.35–14[18]	24FR[18]

[1] TP1; TP2, 3265. [2] Not built or sold in Canada. [3] S/wagon, 121. [4] LP2, MP2, 24F. [5] Savoy, Belvedere and Fury models. [6] 6 cyl., 8 cyl.; 3710.[7] 6 cyl., 8 cyl.; 54.6. [8] 6 cyl.; 8 cyl., 59.7. [9] RP1; RP2, 3630. [10] RP1; RP2, 7.50-14, 24F, 22R. [11] SP2, 3115. [12] Add .3 in. for 7.00-14 tires. [13] 7.00-14 optional, std. on SP2, 24 FR. [14] TP1; TP2, 5.1; S/Wagon 4.8. [15] S/Wagon fully loaded 24F, 28R. [16] VP2, 3210; VP2-P, 3445. [17] S/Wagon— 7.50-14. [18] AP2, 7.75-14, 24F, 22R.

PONTIAC													
(*Canadian Prod'n.*)													
7000 Series	59–60	119.0	3790	211 25	79.9[7]	56.0	35.5	57.0	60.3	59.3	6.0	7.50–14	24FR[5]
7000 Series	61	119	3901	209.96[12]	78.3	57.6	33.5	57.4	60.3	59.3	6.0	7.50–14[13]	24FR[5]
7000 Series	62	119	3925	211.6	78.6	55.5	35.2	57.4	60.3	59.3	6.0	7.00–14[16]	24FR
7000 Series	63	119	3560	212.1	78.8	55.5	35.5	57.4	60.3	59.3	6	7.00–14[4]	24FR
7000 Series	64	119	3590	210.4	78.6	55.6	37.4	56.6	60.3	59.3	5.5[2]	7.00–14[4]	24FR
7000 Series S/Wagon	64	119	4075	213.8	78.6	56.2	37.4	58.5	61.3	60.3	6.1	8.00–14	24F, 28R
75000 Series	65	119	3525[1]	214.6	79.6	55.4[3]	38.0	57.6	62.5	62.4	5.3	7.35–14[6]	24FR
75000 Series S/Wagon	65	119	3985	217.9	79.6	55.4	38.0	60.9	63.5	63.4	6.3	8.25–14	24F, 28R

[1] V8 eng., 3685. [2] Sport Coupe, Conv., 5.8. [3] 2-Dr. sport coupe, 54.1; conv. coupe, 55.1. [4] Conv. and 327 V8s, 7.50-14; S/Wagon and 409 V8s, 8.00-14. [5] S/Wagons, 24F, 28R. [6] Conv. & all 327 V8, 7.75-14; all 409 eng., 8.25-14. [7] '60 models, 80.7. [12] S/Wagons, 209.62. [13] S/Wagons and convertibles, 8.00-14. [16] Strato Chief; Laurentian and Parisienne, 7.50-14; S/Wagons, except Sky Chief, 8.00-14.

(*U. S. Prod'n.*)													
2100, 2400, 2700 2800 Series	59	122.0	3800	213.7	80.0	56.4	35.24	61.48[5]	63.7	64.0	5.7	8.50–14	22FR[3]
2100, 2300, 2400 Series[8]	60	122	3800	213.7	80.7	58.4[10]	35.2	56.5	64.0	64.0	5.76	8.00–14	22FR[3]
2700, 2800 Series[9]	60	124	4275	220 7	80 7	58.2[10]	35.2	61.5	64.0	64.0	5.76	8.00–14	22FR[3]
2300, 2500 Series	61	123	3910	210	78.2	55.8	34	57	62.5	62.5	6.0	8.00–14	22FR[11]
26,00, 2700, 2800 Series	61	123	4025	217	78.2	55.8	34	60	62.5	62.5	6.0	8.00–14	22FR[11]
2300 Series, 2900 Grand Prix	62	120	3939	211.6	78.6	55.9[15]	35.7	55.9	62.5	62.5	6.2	8.00–14	22FR
2600, 2800 Series	62	123	4054	218.6	78.6	55.9	35.7	59.9	62.5	62.5	6.2	8.00–14	22FR
2300 Series, 2900 Grand Prix	63	120	3948	211.9	78.7	55.2[1]	35.9	56	62.5	64	5.9	8.00–14	22FR
2600, 2800 Series	63	123	4078†	218.9	78.7	55.2	35.9	60	62.5	64	5.9	8.00–14	22FR
2300, 2800 Series S/Wagon	63	119	4329	212.8	78.7	56.5	35.9	56.7	62.5	64	6.3	8.50–14	22F, 24R
2300, 2900 Series	64	120	3963[1]	213	79.2	55.8[1]	36.4	56.6	63	64	5.9	8.00–14	24F, 22R
2600, 2800 Series	64	123	4078[5]	220	79.2	55.8[5]	36.4	60.6	63	64	5.9	8.00–14	24F, 22R
2300, 2800 Series S/Wagons	64	119	4347	213.8	79.2	56.7	36.4	58.4	63	64	6.3	8.50–14	22F, 26R
25200, 25600, 26200, 26600 Series	65	121[2]	3973	214.6[2]	79.6	53.9[7]	36.2	57.4[7]	63.0	64.0	5.6	8.25–14	24F, 22R
25200, 26200 Series S/Wagon	65	121	4395	217.9	79.6	56.0	36.2	60.7	63.0	64.0	5.9	8.55–14	22F, 26R

[1] 2900 Series, 4123 lbs., 54.6 in. [2] Catalina, Grand Prix; Star Chief, Bonneville, 124, 221.7. [3] S/Wagons, 22F, 26R. [4] S/Wagons, 8.50-14. [5] 2800 Series, 4188 lbs., 55.2 in. [6] Series 21, 56.48; Series 27, 57.02R. [7] To 56.0; overhang to 61.5. [8] Catalina, Ventura and Star Chief models. [9] Bonneville Safari and Bonneville models. [10] 2300, 56.7; 2800, 56.4. [14] S/Wagons, 22F, 24R. [15] 2900 Grand Prix, 54.5 in.

Tempest	61–62	112	2946	189.3	72 2	53.6	31.6	45.7	56.8	56.8	6.0	6.00–15	22FR[11]
Tempest	63	112	2985	194.3	74.2	53.6	33.6	49.2	57	58	6	6.00–15[16]	22FR
Tempest, incl. S/Wagon	64	115	3145[2]	203	73.3	54.0[2]	33.2	54.5	58	58	6.3[2]	7.00–14	24F, 26R
233, 235, 23700 Series	65	115.0	3120	206.1	73.1[1]	53.5[3]	35.4	55.7	58.0	58.0	5.4	6.95–14[4]	24F, 22R
233, 235, 23700 Series S/Wagon	65	115.0	3396	204.4	73.1	55.2	35.4	54.0	58.0	58.0	6.2	7.45–14	24F, 26R

[1] 23700 Series, 73.4. [2] S/Wagon, 3415, 55.3 in., 7.6 in. [3] To 54.0. [4] V8 eng., 7.45–14; GTO option, 7.85–14. [11] S/Wagons, 22F, 24R. [16] S/Wagons, 6.50–15; 22F, 26R.

PORSCHE

356A, (1600 & 1600 Super engines)	59	82.7	1883	155.8	65.5	51.5	—	—	51.5	50	6.5	5.60–15	22F, 24R
356B, 356C (1600 and 1600 Super engines)	60–65	82.7	1985	157.7	65.7	52.4[1]	34.05	41.5	51.4	50.1	5.9	5.60–15	18F, 21R
911	65	87.1	2376	164.0	63.4	51.97	—	—	52.7	51.9	5.91	165–15[2]	26F, 29R

[1] Hardtop, 51.7; Roadster, 51.6. [2] Metric dimensions.

RAMBLER

American 01	59–60	100	2600	178.32	73.0	57.32[2]	31.41	46.91	54.62	55	6.7[1]	5.90–15[3]	24FR
6 cyl. 10 Series	59–61	108	3042	191.15[6]	72.2[11]	58[4]	32.0[11]	51.25[11]	57.75	58	6.7[1,11]	6.40–15[11]	24FR
Rebel, Classic V8s–20 Series	59–61	108	3376	191.15[6]	72.2[11]	57.87	32.0[11]	51.25[11]	58.75	59.13	6.5[1,11]	7.50–15	24FR
Ambassador V8 80 Series	59–61	117	3530	200.15[8]	72.2[12]	57.69	32.0[12]	51.25	57.75	59.13	6.3[1,12]	8.00–14	22F, 20R
American (De Luxe, Super and Custom)	61	100	2638	173.1	70	56.21	28.3	44.8	54.62	55	5.32[10]	6.00–15	24FR
Amerian 01 Series	62–63	100	2608	173.1	70	57.73	28.3	44.8	54.75	55 13	6.38	6.00–15	24FR
Classic 10 Series	62	108	2958	190	72.74	59.17	32.5	49.5	58	57.92	7	6.50–15	24FR
Ambassador 80 Series	62	108	3351	190	72.74	59.27	32.5	49.5	58.58	59.13	7	7.50–14	24FR
American 01 Series	64–65	106	2606[13]	177.3	68.6	54.5	28.7	42.5	56	55	6	6.45–14[17]	24FR
Classic 10 Series	63–65	112	2926[16]	195[14]	74.5[18]	54.4	31.4[15]	51.6[25]	58.2	57.4	6	6.95–14[19]	24FR
Ambassador 80 Series	63–65	116[20]	3096[21]	200[14]	74.5[18]	54.4[22]	31.4[15]	52.6[25]	58.2[23]	57.4	6	7.35–14[24]	24FR

[1] Laden. [2] '60, 57.67. [3] '60, 6.40–15. [4] '60 and '61, 57.3. [5] '60, 49.4; '61, 50.4. [6] '60, 189.5; '61, 189.8. [7] '60 and 61, 57.1. [8] '60, 198.5; '61, 199. [9] '60 and '61, 56.9. [10] At rear engine C/member. [11] '61, width, 72.4; overhang 32.5; 49.3; ground clearance 5.62 at engine oil pan; tires 6.50–15. [12] '61, width 73.6; front overhang 31.6; ground clearance 5.5, 5.02 with power steering. [13] '64, 2611. [14] '63, 188.8; '64, 190. [15] '63, 30.2. [16] '63–'64, 2828; V8, 3190; '65, 3246 w/287 V8, 3311 w/327 V8. [17] '64, 6.00–14. [18] '63–'64, 71.3. [19] 7.35–14 w/V8; '63–'64, 6.50–14. [20] '63–'64, 112. [21] 3336 w/287 V8, 3401 w/327 V8; '63–'64. 3236. [22] '63–'64, 55.3. [23] '63–'64, 58.6. [24] 7.75–14 w/V8; '63–'64, 7.50–14. [25] '63–'64, 46.5.

RENAULT

Dauphine, Gordini (Automatic)	59–65	89.37	1397[3]	157[2]	60.0	56.75	31.6	34.25	49.25	48.0	6.0	5.50–15	18F, 24R
Caravelle, Caravelle S4, Caravelle 1100	60–65	89.37	1719	168	62	51	—	—	49.4	48.2	5.5	5.50–15	14F, 26R
R4 "Super"	62–65	94	1390	144	58	60	22.75	28	48.9	47.3	8	135–330	16F, 20R
R8 (Automatic, 1100, 1100 Gordini)	63–65	89	1598	157	59	56	—	—	49.4	48.2	6	5.50–15	14F, 26R

[2] '62 Dauphine, 155. [3] Gordini 60–63, 1420.

RILEY

One-Point-Five	59–61	86	2104	153.25	61	59.75	—	—	50.875	50.312	6.5	5.00–14	24F, 26R
4/ Sixty Eight	59–61	99	2420	178	63.5	59	—	—	48.875	49.875	6.25	5.90–14	24FR
2.6	59	113.5	3609	185.5	67	61	—	—	48	54.5	6.5	5.70–15	24F, 26R
4/72	62–65	100.19	2520	178.12	63.5	59.75	—	—	50.6	51.37	6.5	5.90–14	23F, 25R

ROVER

75, 90, 105	59	111	3216[1]	178.25	65.625	63.75	42	37	52	51.5	7.125	6.00–15	28F, 24R
100	60–62	111	3309	178.25	65.625	63.75	42	37	52.5	51	7.125	6.00–15[4]	28F, 24R
3 Litre Mk I, IA, II	59–65	110.5	3400[3]	186.5	70	60.5[2]	30	46	55.3	56	7.875	6.70–15	24F, 22R
2000	65	103.3	2750	178.5	66.5	54.75	16	36	53.375	52.5	8.5	6.50–14	26FR

[1] 75. 90, 3237; 105, 3284. [2] Mk II, 59.25 in. [3] Std. trans., with overdrive, 3442; automatic, 3521. 6.40 optional.

SIMCA

Aronde—De Luxe, Elysee, Grand Large, Etoile	59-61[4]	96.2	2053	163.7[2]	61.7	56.5[3]	27.8[4]	40.77[4]	49.4	49.2	5.4	5.60–14	21F, 23R
Aronde—Plein Ciel Sports Hardtop	59–60	96.2	2075	169	61.8	54[1]	—	—	49.4	49.2	6.3	5.60–14	21F, 23R
Aronde—Oceane Convertible	59–60	96.2	2106	169	61.8	54[1]	—	—	49 4	49.2	6.3	5 60–14	21F, 23R
Aronde—Chatelaine, Ranch S/Wagons	59–60	96.2	2129	158	61.3	60[1]	—	—	49.4	49.2	5.4	5.75–15	23F, 40R
Vedette—Beaulieu	59–61	106	2748	178	68.1	58.3[1]	—	—	53.9	52.8	—	6.50–15	—
Simca "5"	62	96.2	2053	164.9	61.7	56.2	27.8	40.77	49.4	49.2	5.4	5.60–14	21F, 23R
1000	63–65	87.4	1609	149.4	58.5	54.8	—	—	49.5	48.6	5.5	5.60–12	18F, 24R

[1] Loaded height. [2] De Luxe; others 164.9. [3] '61, Etoile, 56.2. [4] Only Etoile in '61.

All dimensions in inches. † Standard sedan model—4 door where available. * Includes bumper guards.

GENERAL DATA

MAKE & MODEL	YEAR	Wheelbase	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
SINGER													
Gazelle Series III, IIIA, IIIB	59–61	96	2330	163.5	60.75	59.5	27.25	40.25	49	48.50	7	5.60-15	24FR
SKODA													
440, 445, 450 Convertible	59	94.5	2000	160	63	56.3	24.2	41.3	47.6	49.8	6.9	5.50-15	20F, 24R
1201 S/Wagon	59	105.7	2340	177.2	66.5	59.8	26.6	44.9	49.2	51.9	7.5	6.00-15	—
Octavia, Octavia Super, Felicia[1]	60	94.5	2028	158	63	56.3[2]	24.2	41.3	47.6	49.2	8.6	5.50-15	20F, 24R
Octavia, Super Touring Sport, Felicia[4]	61–64	94.5	2028[3]	160	63	56.3[2]	25	41	47.6	49.2	7	5.90-15	20F, 23R
1000 MB	65	94.5	1665	163.2	63.8	54.7	—	—	50.4	49.2	7	5.50-14	18F, 20R
	[1] Formerly 440, 445 and 450 convertible. [2] Felicia convertible, 54.2. [3] Felicia, 2050; Octavia Combi, 2116. [4] Also Octavia Combi '61–'65.												
STANDARD													
Ensign	59–62	102	2576	172	67.5	60	—	—	51.5	51.5	7.25	5.90-15	25FR
Vanguard Six	61–62	102	2520	173.5	67.5	60	—	—	51.5	51.5	7.25	5.90-15	25FR
STUDEBAKER													
Lark VI	59–61	108.5	2805	175.0	71.4	58.75	26.4	40.1	57.4	56.6	6.1	5.90-15[4]	24F, 20R
Lark VIII	59–61	108.5	3124	175.0	71.4	58.75	26.4	40.1	57.4	56.6	6.1	6.40-15[5]	24F, 20R
Hawk 6	59	120.5	3010	204.0	71.3	57.4	34.9	48.6	57.3	56.3	6.5	6.40-15	24F, 20R
Hawk V8	59–61	120.5	3340	204.0	71.3	57.8	34.9	48.6	57.4	56.6	6.87	6.70-15	24F, 20R
Lark VI, Lark VIII	62–63	109	2875[6]	188	71.4	58.75	28.9	46	57.4	56.6	7	6.00-15[6]	24F, 20R
Hawk V8	62–64	120.5	3430	204	71	54.7	34.9	48.6	57.4	56.6	8.8	6.70-15	24F, 20R
Avanti	63–64	109	3000	192.44	70.375	53.875	39.4	44	57.4	56.6	5.75	6.70-15	24F, 20R
Commander, Daytona and Cruiser	64–65	113	2955[1]	194	71.5	54.8	32	48	57.4	56.6	7.3	7.35-15[2]	24F, 20R
	[1] V8, 3220. [2] '64, 6.70–15. [4] 6.00–15 in '61. [5] 6.50–15 in '61. [6] Lark VIII, 3085 lbs.; 6.50–15.												
SUNBEAM													
Rapier Series II, III, IIIA, IV	59–65	96	2370[1]	162.5	60.75	58	26.75	39.75	49	48.5	5.75	5.60-15	24F, 24R
Alpine Series, I, II, III, IV	60–65	86	2178[3]	155.25	60.5	51.5	27.55	41.5	51	48.5	5.125	5.60-13[2]	23F, 24R[4]
Imp Sedan	64–65	82	1540	139	60.25	54.5	23	34	49	48	5.5	5.60-12	18F, 30R[5]
Minx Deluxe Sedan	65	96	2095	161.5	61.0	58	26	39.5	51.75	48.5	7.0	6.00-13	25FR
Tiger 260	65	86	2525	155.25	60.5	51.5	27.55	41.5	51.75	48.5	4.1	5.90-13	26FR
	[1] '60, 2352. [2] or 5.90–13; Series III, 6.00–13. [3] Series III, 2223; soft top 2778; series IV, 2180. [4] Series III, IV, 24FR. [5] At high speeds, +5FR.												
THUNDERBIRD													
All	59–60	113	3971	205.3	76.96	54.83[1]	35 6	56.8	60	57	5.8[2]	8.00-14	24F, 22R
All	61	113.17	4117	205	76	54.6	38.2	53.7	61	60	5.83	8.00-14	24FR
All	62–63	113	4292[3]	205	76[5]	52.5[4]	38.2	53.6	61	60	5.2[5]	8.00-14	24FR
All	64–65	113.2	4650[6]	205.4	77.1	52.5[4]	37.7	54.5	61	60	5.5	8.15-15	24FR
	[1] 60, 54.17. [2] '60, 6.2. [3] Hardtop; convertible, 4530. [4] Convertible, 53.3 in. [5] '63, 76.5; ground clearance, 5.6. [6] Convertible, 4768.												
TRIUMPH													
TR3	59–62	88	2016	151	55.5	50	—	—	45	45.5	6	5.50-15	25FR
Pennant, 10hp Sedan	59	84	1624	142	58	59	—	—	48.5	48.5	6	5.60-13	22FR
Herald 948, 1200	60–65	91.5	1680[1]	153	60	52[2]	—	—	48	48	6.75	5.20-13	19F, 24R[3]
TR4, TR4A	62–65	88	2128	154	60	50	49[4]	48.5[4]	50.13	49.75	6	6.95-15	20F, 24R[5]
Spitfire 4 and Mk. II	63–65	83	1540	145	57	47.5	—	—	49	48	5	5.20-13	18F, 24R
SportsSix	63–65	91.5	1932	153	60	52	—	—	49	48	6.75	5.60-13	22F, 24R
2000	64–65	106.5	2464	173.5	65	56	—	—	—	—	7	6.50-13	24FR
	[1] Sedan; coupe, 1652. [2] Sedan; coupe, 51.25. [3] 1200 models, 22F, 24R. [4] W/wire wheels, 49.75, 49.5; '62–'64, 50.13, 49.75. [5] '62–'64, 5.90–15, 22F, 24R.												

GENERAL DATA

MAKE & MODEL	YEAR	Wheelbase	Approx. Curb Weight†	Overall Length*	Max. Width	Height (unladen)	OVERHANG		TREAD		Ground Clearance	TIRES (Std. Eqpt.)	
							Front	Rear	Front	Rear		Size	Pressures (cold)
VALIANT													
QX1, RV1, SV1 (V100 and V200 Series)[4]	60–62	106.5	2690[1]	183.7[2]	70.4	53.3	29.2[3]	48	56	55.5	5.4	6.50–13	24FR
TVX1 (V-100, V-200, Signet 200)	63	111[6]	2635	198.8	68.7	56.1	34.4	50.5	55.9	55.6	5.7[6]	6.50–13	24FR[6]
TV1[5]	63	106	2825	186.2	69.8	53.4	31.0	49.2	55.9	55.6	5.5	6.50–13	24FR
VVX1, VVX2	64	111[6]	2640[8]	194.5	69.8	53.5	33.0	50.9	55.9	55.6	5.5[9]	6.50–13[10]	24FR
VV1, VV2, AV1, AV2	64–65	106	2575[7]	188.2	70.1	53.5[13]	33.0	49.2	55.9	55.6	5.5[13]	6.50–13[10]	24FR
AL1, AL2	65	111[6]	2675	196.4	69.8	53.5	34.4	51.0	55.9	55.6	5.5	6.50–13[11]	24FR
	[1] QX1 (V200), 2700; RV1 (V100, V200), 2670; SV1, 2500. [2] V200, 184 ins.; SV1 series, 184.2. [3] V200, 29.5 ins. [4] Also Signet 200 in '62. [5] Not built or sold in Canada. [6] S/Wagon, 106; ground clearance 5.5. [7] '64, 2715, VV2, 2750. [8] VVX2, 2880 lbs. [9] VVX2, 5.8. [10] AV2, VV2, VVX2, 7.00–13, 22FR. [11] AL2, 7.00–13, 22FR. [13] VV2, 53.8; ground clearance, 5.8.												
VAUXHALL													
Velox, Cresta	59–60	105	2550[2]	177.66	68.48	58.75	28.28	44.38	54	54	7.04	6.40–13	24FR
Victor	59	98	2175[3]	167.9	62.5	57.63[4]	—	—	50	50	6.6[5]	5 60–13[6]	24FR
Victor, Envoy (except S/W)	60–61	98	2170	167.75	63.52	57.63[7]	26.48	43.27	50	50	6.35	5.60–13	24FR
Victor, Envoy S/Wagons	60–61	98	2295	167.75	63.52	58[8]	26.48	43.27	50	50	6.65	5.90–13	24F, 30R
Bedford CA Van, Envoy EA Van	60–63	90[9]	2265[9]	154.06	70	74.75	25.25	—	53.25	54.5	7.625[10]	5.90–15[10]	22F, 36R[10]
Velox, Cresta	61–64	105	2630	178.94	68.48	57	28.28	45.66	54	54	7	5.90–14	24FR
Victor, Envoy	62–63	100	2125[11]	173.24	64.08	55.4[11]	28.7	44.5	50.75	51.12	6.32[11]	5.90–13	24FR
Victor, Envoy	64	100	2106	173.24	64.1	56.0[11]	28.28	45.66	50.8	52.6	6.8[11]	5.10–13	24FR
Viva, Epic	64–65	91.5	1574	155.1	59.4	53.3	22.2	41.4	47.4	48.2	5.0	5.50–12	18F, 22R
Victor, Envoy	65	100	2170	174.7	64.7	55.2	27.6	47.1	51.0	52.6	5.9	5.90–13	24FR
Victor, Envoy S/Wagon	65	100	2292	174.7	64.7	55.4	27.6	47.1	51.0	52.6	6.0	5.90–13	24FR
	[2] Cresta, 2590; '60 Cresta, 2635. [3] S/Wagon, 2325. [4] S/Wagon, 58. [5] S/Wagon, 6.9. [6] S/Wagon, 5.90–13. [7] '61, 57.96. [8] '61, 58.26. [9] Also 102 in. WB in '61; weight, 2365, length 166.06. [10] '61, clearance 6.8; tires 6.70–13, 20F, 36R. [11] S/Wagons, height 56 in., clearance 7 in.												
VOLKSWAGEN													
1200 Sedan	59–60	94.5	1609	160.2	60.6	59	—	—	51.4	49.2	6.1	5.60–15	17F, 22R
1200 Karmann-Ghia Coupe	59–60	94.5	1720	163	64.3	52.2	—	—	51.4	49.2	6.1	5.60–15	17F, 22R
1200 Sedan	61–65	94.5	1631	160.7	60.5	59	—	—	51.4	50.7	6.1	5.60–15	17F, 22R
1500 Karmann-Ghia	61–65	94.5	1808[2]	169	64.3	52.6	—	—	51.4	50.7	6.1[3]	6.00–15	17F, 24R[4]
1500 Sedan, S/Wagon	62–65	94.5	1829[2]	169	63.25	58[6]	—	—	51.5	53	6[3]	6.00–15	17F, 24R[4]
Van, Combi, Bus	64–65	94.5	2282[7]	168.9	68.9	76.4	—	—	53.9	53.5	9.4	7.00–14[1]	17F, 24R
	[1] '64, 6.40–15I [2] '63, 1896; '64 S/Wagon, 2200; '65 KG & Sedan, 2006, S/Wagon, 2260. [3] '63, 5.9; '64 S/Wagon 5.8. [4] '65 KG & Sedan, 24-26 R, S/Wagon, 24-37R. [6] '64 S/Wagon, 57.7, Sedan, 58.2. [7] Combi, 2496; Bus, 2535.												
VOLVO													
PV444,P544	59–64	102.5	2140[2]	177[2]	62[2]	61.5	—	—	51	51.8	8	5.90–15[8]	21F, 24R
Canadian 122S (P120–P130)	59–65	102.4	2400[3]	175.2	63.8	59.5	—	—	51.8	51.8	7.9[1]	5.90–15[8]	20F, 23R[4]
P1800	61–65	96.5	2390[5]	173	67	51	—	—	52[6]	52[6]	6.3	6.40–15[7]	—[7]
"Canadian" P220 S/Wagon	63–65	102.4	2600	175.3	63.8	60.5	—	—	51.8	51.8	—	6.40–15	21F, 24R
	[1] Unloaded; 6.7 w/four passengers. [2] '63 P544, 2220 lb.; length 175.3, width 62.6. [3] Canadian P130, 2360 lb. [4] '63-'64, 21F, 24R. [5] '62-'64, 2640. [6] '62-'64, 51.8. [7] '62-'64, 165–15 (Pirelli); 26F, 29R. [8] '64, 6.00–15.												
WOLSELEY													
6/90 Series I, II	59	113.5	3453	188	67	62	—	—	54.375	54.5	7	6.00–15[1]	28FR
15/60	59–61	99	2410	178	63.5	59	—	—	48.875	49.875	6.25	5.90–14	24FR
6/99	59–61	108	3421	188	68.5	60	—	—	53.8	53.25	6.375	7.00–14	26FR
16/60	62–65	100.25	2464	174.5	63.5	58.875	—	—	50.625	51.375	6.5	5.90–14	23F, 25R
6/110	62–65	110	3423	188	68.5	60	—	—	53.8	53.2	6.25	7.00–14	26FR
	[1] Series I; Series II, 6.40–15.												

All dimensions in inches. † Standard sedan model—4 door where available. * Includes bumper guards.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression Ratio (To 1)	Compression Pressure	Max. Torque (ft. lbs. @ rpm)	Idle Speed (rpm) Conv. & OD Trans.	Idle Speed (rpm) Auto. Trans.	Valve Seat Inserts	Engine Lubrication Oil Pump Type	Engine Lubrication Oil Filter System	Engine Lubrication Crank-case Refill (Qts.)	Engine Lubrication Normal Oil Pres.
ACADIAN																	
4 Cyl.	62–65	4-OHV	3.875	3.25	153	90–4000	24	8.5	140[3]	152–2400	500	500	No	Gear	FF	3[1]	45[4]
6 Cyl. 194 cu. in.	62–65	6-OHV	3.563	3.25	194	120–4400	30.5	8.5	140[3]	177–2400	500	500	No	Gear	FF	3[1]	45[4]
6 Cyl. 230 cu. in. Beaumont	64–65	6-OHV	3.875	3.25	230	140–4400[5]	36	8.5	140[3]	220–1600[5]	500	500	No	Gear	FF	3[1]	35[4]
283 V8, Acadian & Beaumont	64–65	V8-OHV	3.875	3.00	283	195–4800[7]	48	9.25	150	285–2400[7]	500	475[6]	No	Gear	FF	3[1]	35[4]
327 V8, Acadian & Beaumont	64–65	V8-OHV	4.00	3.25	327	250–4400[2]	51.2	10.5	150	350–2800[2]	500	475[6]	No	Gear	FF	3[1]	45[4]
327 V8, Beaumont (large alum. 4-bbl. carb.)	65	V8-OHV	4.00	3.25	327	350–5800	51.2	11.0	150	360–3600	500	—	No	Gear	FF	3[1]	30–45

[1] Add 1 qt. for filter. [2] W/AFB luminum carb., hp 300–5000, torque 360–3200. [3] '62-'64, 130. [4] '65, 30–45. [5] '64, HP 155–4400, Torque 215–2000. [6] '64, 500. [7] '64 W/4-bbl. carb., 220–4800. Torque 295–3200.

AUSTIN																	
A55 Cambridge	59	4-OHV	2.875	3.50	90.88	51–4250	13.2	8.3	165	81–2000	—	—	No	Rot.	FF	3.5	50
A95, A105 Westminster	59	6-OHV	3.125	3.50	161.1	92–4500[1]	23.4	8.25	165	130–2000[2]	—	—	No	Rot.	FF	6	55
Austin Healey 100-Six	59	6-OHV	3.125	3.50	161.1	117–4750	23.4	8.7	165	149–3000	—	—	No	Rot.	FF	5.5	55
A40 Farina	59–61	4-OHV	2.478	3.00	57.9	34–4750	9.8	8.3	165	50–2000	—	—	No	Rot.	FF	2.75[9]	50–55
Austin Healey Sprite	59–61	4-OHV	2.478	3.00	57.9	43–5200	9.8	8.3	165	52–3300	—	—	No	Rot.	FF	3	
A55 Cambridge Mk II, A55 Countryman	59–61	4-OHV	2.875	3.50	90.88	53–4350	13.2	8.3	165	83–2100	—	—	No	Rot.	FF	3.5	50
Austin Healey 3000	59	6-OHV	3.282	3.50	177.6	124–4600	26.4	9.03	—	175–3000	—	—	No	Rot.	FF	5.5	55
850, 850 Countryman	60–65	4-OHV	2.478	2.687	51.79	37–5500	9.8	8.3	150	44–2900	—	—	No	[4]	FF	4.5	40–60
A99	60–61	6-OHV	3.281	3.5	177.7	112–4750	25.8	8.23	165	158–2000	—	—	No	Gear	FF	6.375	55[5]
Austin-Healey 3000, 3000 Mk II, III	60–65	6-OHV	3.28	3.5	177.7	130–4750[11]	25.8	9.0	170	167–3000[11]	—	—	No	Gear	FF	5.75	50[6]
Austin-Healey Sprite Mk II	61–63	4-OHV	2.478	3.00	57.9	46.5–5500	9.8	9.0	—	52.5–2750	—	—	No	Rot.	FF	3.25	60[7]
Austin Cooper[10]	62–65	4-OHV	2.458	3.202	60.85	55–6000	9.67	9	150	54.5–3600	—	—	No	Rot.	FF	4[8]	70
Austin Super[10]	62–65	4-OHV	2.478	2.687	51.74	34–5500	9.8	8.3	—	44–2900	—	—	No	Rot.	FF	4[8]	30–60
A40 Mk II	62–65	4-OHV	2.478	3.00	57.82	37–5000	9.8	8.3	165	50–2500	—	—	No	Rot.	FF	2.75[9]	30–60
A60 Cambridge, Countryman	62–65	4-OHV	3	3.5	98.9	61–4500	14.4	8.3	165	90–2100	—	—	No	Rot.	FF	3.5[9]	20–50
A110 Westminster	62–65	6-OHV	3.281	3.5	177.7	120–4850	25.9	8.2	—	163–3000	—	—	No	Gear	FF	6.37[9]	25–55
Austin-Healey Sprite Mk III	64–65	4-OHV	2.543	3.296	67	59–5750	9.8	8.9	168	62–3250	—	—	No	Rot.	FF	3.25	60[7]
1800	65	4-OHV	3.16	3.50	109.75	84–5300	15.98	8.2	145	99–2100	450–500	—	No	Rot.	FF	7.5	30–50

[1] A105, 102–4600. [2] A105, 142–2400. [4] Eccentric valve. [5] 25–30 at idle. [6] 20 at idle. [7] 30 at idle. [8] Includes trans. but not filter. [9] Add 1 pt. for filter. [10] Special version of 850. [11] Mk II convertible, 132–4750; torque 167–2700; 3000 Mk III, 150–5250, torque 173–3000.

BMW																	
Isetta 300	59–62	1-OHV	2.83	2.87	18.61	15.5–5200	3.2	7.0	—	—	—	—	—	Gear	—	—	—
600	59–61	2-OHV[2]	2.91	2.67	35.7	23–4000	6.77	6.8	—	—	—	—	—	Gear	—	—	—
502, 2600 ('62)	59–62	8-OHV	3.22	2.95	193	100–4800[5]	33.39	7.0[5]	—	133–2500[5]	—	—	—	Gear	—	—	—
503, 3200S, 3200CS	59–62	8-OHV	3.22	2.95	193	140–4800[1]	33.39	7.3	—	162–2000	—	—	—	Gear	—	—	—
700 (all)	60–65	2-OHV[2]	3.07	2.87	42.52	35–5200[3]	7.5	7.5[3]	—	37–3400[3]	—	—	—	Gear	FF	1.75	—
1500	62–65	4-OHC	3.23	2.80	91.5	90–5900	16.7	8.2	—	87–3000	—	—	Yes	Gear	FF	4	—
1800	64–65	4-OHC	3.307	3.150	108.1	102–5800	17.5	8.6	146.5	112–3000	850	—	Yes	Gear	FF	4	—
1800 TI	64–65	4-OHC	3.307	3.150	108.1	124–6000	17.5	9.5	162.2	118–4000	1000	—	Yes	Gear	FF	4	30–72

[1] 3200S, 185–5600, CR 9:1. [2] 4 cycle horizontally opposed, air cooled. [3] Sport Coupe & Convertible, 46–5800, CR, 9:1, torque 37.6 @ 4000 to 5500 rpm. [5] 2600, 115–4800; 2600 Luxus, 127–4900; torque 177.2 ft. lbs.; CR 7.5:1.

BORGWARD																	
Isabella, Combi	59–61	4-OHV	2.95	3.33	91.09	66–4700	14.11	7	120	79.5–2400	450	—	Yes	Gear	BP	4[1]	22
TS, De Luxe, Coupe	59–61	4-OHV	2.95	3.33	91.09	82–5200	14.11	8.2	150	83.8–2400	450	—	Yes	Gear	BP	4[1]	22

[1] Includes oil filter. Drain filter at each oil change.

BUICK

4400 (Std. Trans.)	59–60	V8-OHV	4.125	3.40	364	210–4400	54.45	8.5	150	384–2400	475	—	No	Gear	FF	3	40
4400 (Auto. Trans.)	59	V8-OHV	4.125	3.40	364	250–4400[12]	54.45	10.5	185	384–2400	—	475	No	Gear	FF	3	40
4600, 4700, 4800	59	V8-OHV	4.187	3.64	401	325–4400	56.11	10.5	185	445–2800	—	475	No	Gear	FF	3	40
4400 (Auto. Trans.)	60–61	V8-OHV	4.125	3.40	364	250–4400[12]	54.45	10.25	180	384–2400	—	500	No	Gear	FF	3	40
4400 (AT–Reg. gas option)	60–61	V8-OHV	4.125	3.40	364	235–4400	54.45	9.0	160	375–2400	—	500	No	Gear	FF	3	40
Wildcat, Electra 225, Riviera (401 V8)	60–65	V8-OHV	4.1875	3.64	401	325–4400	56.11	10 25	180	445–2800	—	500	No	Gear	FF	3	40
4000, 4100, 4300 (Special) V8	61–62	V8-OHV	3.5	2.8	215	150–4400[1]	39.2	8.8[1]	—	220–2400[1]	525	525	Yes[2]	Gear	FF	3	33
4000, 4100, 4300 (Special) V6	62–63	V6-OHV	3.625	3.20	198	135–4600	31.54	8.8	—	215–2400	575	575[11]	No	Gear	FF	3	33
4400	62–63	V8-OHV	4.1875	3.64	401	280–4400[13]	56.11	10.25	180	424–2800[13]	525	625[14]	No	Gear	FF	3	40
4100, 4300 (Special) V8	63	V8-OHV	3.5	2.8	215	155–4600[9]	39.2	9[9]	—	220–2400[9]	500[10]	500[10]	Yes	Gear	FF	3	33
Special, Le Sabre (300 V8)	64–65	V8-OHV	3.75	3.40	300	210–4600[8]	45.0	9.0[8]	180	310–2400[8]	550	550	Yes	Gear	FF	3	30
Wildcat, Electra 225, Riviera (425 V8)	64–65	V8-OHV	4.31	3.64	425	340–4400[6]	59.51	10.25	180	465–2800	500	500	No	Gear	FF	3	40
All V6	64–65	V6-OHV	3.75	3.40	225	155–4400	33.75	9.0	—	225–2400	550	550	No	Gear	FF	3	33

[1] W/power package 185–4800 CR 10.25, torque 230–2800; '62 models, hp 155–4600. [2] Non-replaceable. [6] W/2x4 bbl. carb., 360–4400.
[8] W/4-bbl. carb., 250–4800, 11.0, 335–3000; '65 comp. ratio, 10.25. [9] W/Power pack 200–5000, CR 11, torque 240–3200. [10] W/2 GC carb.; W/4 GC carb. 525. [12] '60 with power pack, 300–4400. [13] W/power pack hp 325–4400, torque 445–2800.

CADILLAC

60, 62, 70, 75 (Std. Eng.)	59–63	V8-OHV	4.00	3.875	390	325–4800	51.2	10.5	212–230	430–3100	—	480	No	Gear	BP[12]	4	30–35
Eldorado	59–60	V8-OHV	4.00	3.875	390	345–4800	51.2	10.5	212–230	435–3400	—	480	No	Gear	BP[12]	4	30–35
All	64–65	V8-OHV	4.130	4	429	340–4600	54.6	10.5	165–185	480–3000	—	480	No	Gear	FF	3	30–35

[9] Eldorado Brougham, 335–4800. [12] '60–'62 Full flow.

CHECKER

Superba, Marathon, Taxicab	61–63	6-L[3]	3.312	4.375	226	80–3100	26.33	7.3	130	180–1400	375	425[1]	No	Gear	BP	4.16	20[4]
Superba, Marathon, Taxicab	61–63	6-OHV[3]	3.312	4.375	226	122–4000[5]	26.33	8.0	155	192–1800[5]	375	425[1]	[2]	Gear	BP	4.16	20[4]
Marathon Sedan, S/Wagon, Taxicab	64–65	6-OHV[7]	3.875	3.250	230	140–4400	36	8.5	130	220–1600	500	475	No	Gear	FF	3.4	30–45[6]
Marathon Sedan, S/Wagon	64–65	V8-OHV[7]	3.875	3.00	283	195–4800	48	9.25	150	285–2400	500	475	No	Gear	FF	3.4	30–45[6]

[1] In drive gear. [2] Exhaust only, VMS-56 (Endurite). [3] Continental engine. [4] Minimum, @ 375 rpm. [5] '63, 141–4400; torque 205–2000.
[6] At 1500 rpm. [7] Chevrolet-built engine.

CHEVROLET

Corvair, 500, 700	60	6-OHV[1]	3.375	2 60	140	80–4400	27.3	8.0	—	125–2400	500	500	—	Gear	FF	3	35
Corvair, All	61–63	6-OHV[1]	3.4375	2.609	145	80–4400[2,3]	28.4	8.0[2,3]	130	128–2300[2,3]	500[4]	500	Yes	Gear	FF	3	35
Corvair Spyder	63	6-OHV	3.4375	2.6	145	150–4400	28.4	8	130	210–3300	850	500	Yes	Gear	FF	3	40
Corvair Turbo-Air, Turbo-charged	64	6-OHV	3.4375	2.9375	164	95–3600[5]	28.4	8.0	130	154–2400[5]	500[5]	500	Yes	Gear	FF	3	30
Corvair Super Turbo-Air	64	6-OHV	3.4375	2.9375	164	110–4400	28.4	9.25	130	160–2600	600	500	Yes	Gear	FF	3	30
Corvair 95 HP Turbo-Air	65	6-OHV	3.4375	2.94	164	95–3600	28.4	8.25	140	154–2400	450–500	450–500	Yes	Gear	FF	3	30
Corvair 110, 140 HP Turbo-Air	65	6-OHV	3.4375	2.94	164	110–4400[5]	28.4	9.0	140	160–2800[6]	600–650	450–500	Yes	Gear	FF	3	30
Corvair 180 HP Turbo-charged	65	6-OHV	3.4375	2.94	164	180–4000	28.4	8.0	140	265–3200	850	—	Yes	Gear	FF	3	30

[1] Horizontally opposed, air cooled. [2] '61 High performance engine, 98–4600, CR, 9:1, Torque, 132–2800.
[3] '62 Turbo Air (Monza P.G.) hp 84–4400, CR 9:1, Torque 130–2300; Super Turbo Air hp 102–4400, CR 9:1, Torque 134–2900. [4] Super Turbo Air, 600.
[5] Turbo-charged, hp 150–4400, torque 232–3200, idle speed 850 w/manual trans. [6] 140 hp. engine, 140–5200, torque 160–3600.

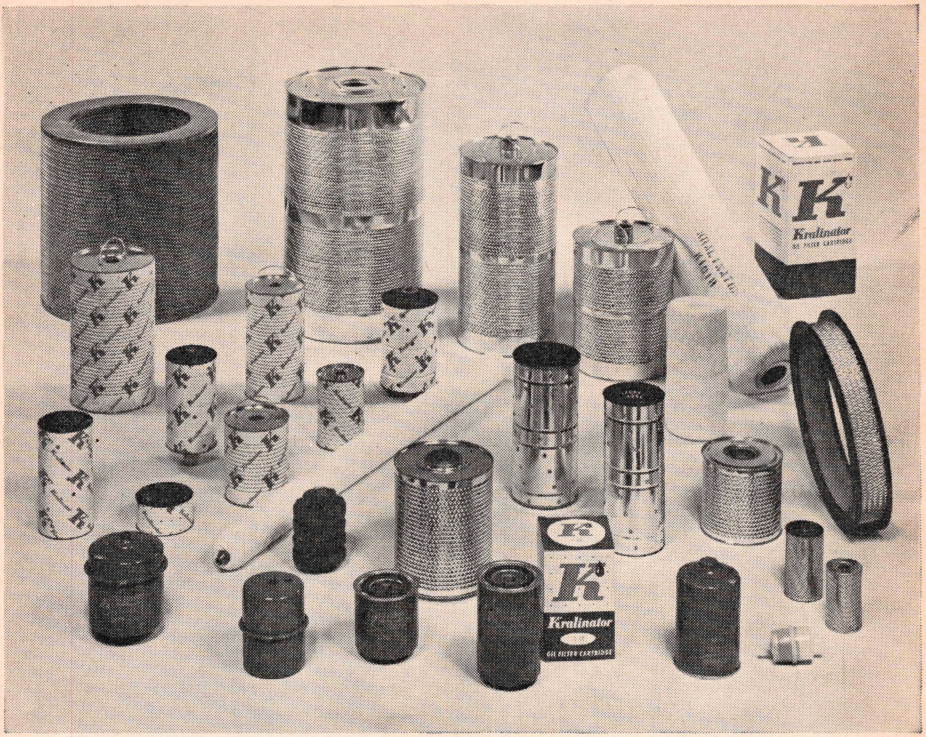
Chevy II 4 cyl.	62–65	4-OHV	3.876	3.25	153	90–4000	24	8.5	140[2]	152–2400	500	500	No	Gear	FF	3[1]	30–45[3]
Chevy II 6 cyl.	62–65	6-OHV	3.562	3.25	194	120–4400	30.5	8.5	140[2]	177–2400	500	500	No	Gear	FF	3[1]	30–45[3]
Chevy II 283 V8	64–65	V8-OHV	3.875	3.0	283	195–4800	48	9.25	150	285–2400	500	475[4]	No	Gear	FF	3[1]	30–45[3]
Chevy II 327 V8 (250, 300 hp.)	65	V8-OHV	4.0	3.25	327	250–4400[2]	51.2	10.5	150	350–2800[2]	500	475	No	Gear	FF	3	30–45

[1] Less filter. [2] 300 hp. engine, 300–5000, torque 360–3200. [3] '62–'64, 45. [4] '64, 500.

Chevelle 194 6 Cyl.	64–65	6-OHV	3.5625	3.25	194	120–4400	30.5	8.5	140[1]	177–2400	500	500	No	Gear	FF	3[3]	30–45[5]
Chevelle 230 6 Cyl.	64–65	6-OHV	3.875	3.25	230	140–4400[6]	36.0	8.5	140[4]	220–1600[6]	500	500	No	Gear	FF	3[3]	30–45[5]
Chevelle 283 V8	64–65	V8-OHV	3.875	3.25	283	195–4800[1]	48.0	9.25	150	285–2400[1]	500	475[7]	No	Gear	FF	3[3]	30–45[5]
Chevelle 327 V8	64–65	V8-OHV	4.00	3.25	327	250–4400[2]	51.2	10.5	150[8]	350–2800[2]	500	475[7]	No	Gear	FF	3[3]	30–45[5]
Chevelle 327 V8 (l. alum. 4-bbl. carb.)	65	V8-OHV	4.0	3.25	327	350–5800	51.2	11.0	150	360–3600	500	—	No	Gear	FF	3	30–45

[1] '64 W/4-bbl. carb., 220–4800; torque 295–3200. [2] W/AFB aluminum carb., hp 300–5000, torque 360–3200. [3] Add 1 qt. for filter.
[4] '64, 130. [5] '64, 35. [6] '64, 155–4400, torque 215–2000. [7] '64, 500. [8] '64, 160.

BP—By pass. FF—Full flow. Sh—Shunt type.



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ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression Ratio (To 1)	Compression Pressure	Max. Torque (ft. lbs. @ rpm)	Idle Speed (rpm) Conv. & OD Trans.	Idle Speed (rpm) Auto. Trans.	Valve Seat Inserts	Engine Lubrication Oil Pump Type	Engine Lubrication Oil Filter System	Engine Lubrication Crankcase Refill (Qts.)	Engine Lubrication Normal Oil Pres.
CHEVROLET—Continued																	
All 6 Cyl.	59–62	6-OHV	3.56	3.94	235.5	135–4000[8]	30.4	8.25	130	217–2400	475	450	No	Gear	—	4	35
283 V8	59	V8-OHV	3.875	3.00	283	183–4600	48	8.5	150	275–2400	475	450	No	Gear	FF	3	35
348 V8 (4 bbl. carb.)	59–61	V8-OHV	4.125	3.25	348	250–4400	54.6	9.5	160[5]	355–2800	475	450	No	Gear	FF	3	35[7]
283 V8 (4 bbl. carb.)	59–61	V8-OHV	3.875	3.00	283	230–4800	48	9.5	150	300–3000	475	450	No	Gear	FF	3	35[7]
283 V8 (Fuel Inj.)	59	V8-OHV	3.875	3.00	283	250–5000	48	9.5	150	305–3800	600	500	No	Gear	FF	3	35
283 V8 (Fuel Inj. & special camshaft)	59	V8-OHV	3.875	3.00	283	290–6200	48	10.5	150	290–4400	700	600	No	Gear	FF	3	35
348 V8 (4 bbl. carb., special camshaft)	59–61	V8-OHV	4.125	3.25	348	300–5600[8]	54.6	11.0	160[5]	350–3600[8]	475	450	No	Gear	FF	3	35[7]
348 V8 (3 x 2 bbl. carbs.)	59–61	V8-OHV	4.125	3.25	348	280–4800	54.6	9.5	160[5]	355–3200	475	450	No	Gear	FF	3	35[7]
348 V8 (3 x 2 bbl. carbs., spec. camshaft)	59–61	V8-OHV	4.125	3.25	348	315–5600[9]	54.6	11.0[6]	160[5]	356–3600[9]	475	450	No	Gear	FF	3	35[7]
283 V8 (2 bbl. carb.)	60–62	V8-OHV	3.875	3.00	283	170–4200	48	8.5	150	275–2200	475	450	No	Gear	FF	3	35[7]
409 V8 (4 bbl. carb.)	61–62	V8-OHV	4.3125	3.50	409	360–5800[11]	59.5	11.0	150	409–3600[11]	600	—	No	Gear	FF	5	45
327 V8 (4 bbl. carb.)	62–65	V8-OHV	4.00	3.25	327	250–4400[10]	51.2	10.5	160	350–2800[10]	500	475[2]	No	Gear	FF	3	45
All 6 cyl.	63–65	6-OHV	3.875	3.25	230	140–4400	36	8.5	140[1]	220–1600	500	475[2]	No	Gear	FF	3	35
283 V8 (2 bbl. carb.)	63–65	V8-OHV	3.875	3	283	195–4800	48	9.25	150	285–2400	500	475[2]	No	Gear	FF	3	35
409 V8 (4 bbl. 4GC carb.)[13]	63–65	V8-OHV	4.3125	3.5	409	340–5000[13]	59.5	10	150	420–3200[13]	500	475[2]	No	Gear	FF	3[4]	50[4]
409 V8 (l. alum. 4-bbl. carb.)	63–65	V8-OHV	4.313	3.50	409	400–5800	59.5	11.0	160	425–3600	700	—	No	Gear	FF	3[4]	50
396 V8 (325, 425 hp.)	65	V8-OHV	4.094	3.76	396	325–4800[12]	53.6	10.25[12]	—	410–3200[12]	700	—	No	Gear	FF	3	50

[1] '63–'64. [2] '62–'64, 500. [3] 1959; 1958, 145–4200. [4] '63–'64, 4, pressure 45. [5] '60, '61, 150. All pressures minimum. [6] '60 model, 11.25.
[7] '61, 45. [8] '61, HP 305–5200; torque 355–3400. U.S. version has CR. 11.25:1, HP 340–5800; torque 362–3600. [9] '61, HP 350–6000; torque 364–3600.
[10] W/AFB 4 bbl. aluminum carb., hp 300–5000, 360–3200. [11] '62, hp 380–5800, torque 420–3200.
[12] 425 hp. eng., 425–4800, 11.0 CR, torque 415–4000. [13] '63–'64, W/2 bbl. x 4 bbl. AFB carb., hp. 425–6000, torque 425–4200.

Corvette 283 V8 (2 x 4 bbl. carbs.)	59–61	V8-OHV	3.875	3.00	283	245–5000	48	9.5	160	300–3800	475	475	No	Gear	FF	3	35
Corvette 283 V8 (2 x 4 bbl. carbs., SC[4])	59–60	V8-OHV	3.875	3.00	283	270–6000	48	9.5	160[5]	285–4200	600	475	No	Gear	FF	3	35
Corvette 283 V8 (Fuel Inj.)	60–61	V8-OHV	3.875	3.00	283	275–5200	48	11.0	150[10]	305–4400	475	475	No	Gear	FF	3	35
Corvette 283 (Fuel Inj., SC[4])	60–61	V8-OHV	3.875	3.00	283	315–6200	48	11.0	150[11]	295–4900	600	475	No	Gear	FF	3	35
Corvette 327 V8 (4 bbl. carb.)	62–65	V8-OHV	4.00	3.25	327	250–4400[1]	51.2	10.5	150[5]	350–2800[1]	500	475	No	Gear	FF	4[5]	30–45[3]
Corvette 327 V8 (4-bbl. carb. & SC[4])	64–65	V8-OHV	4.0	3.25	327	365–6200	51.2	11.0	150[5]	350–4000	700[12]	—	No	Gear	FF	3	30–45[6]
Corvette 327 V8 (fuel injection)	62–65	V8-OHV	4.0	3.25	327	375–6200[2]	51.2	11.0	160	350–4400	700	—	No	Gear	FF	3	30–45
Corvette 327 V8 (l. alum. 4-bbl. carb.)	65	V8-OHV	4.0	3.25	327	350–5800	51.2	11.0	160	360–3800	700	—	No	Gear	FF	3	30–45
Corvette 396 V8 (325, 425 hp.)	65	V8-OHV	4.094	3.76	396	325–4800[7]	53.6	10.25[7]	—	410–3200[7]	700	—	No	Gear	FF	3	50

[1] W/alum. 4 bbl. carb., hp 300–5000, torque 360–3200. [2] '62–'64, 360–6000, torque 352–4000. [3] '62, 45; '63, 50; '64, 60. [4] Special camshaft.
[5] '64–'65, 160, 3 qts. [6] '64, 60. [7] 425 hp. eng., 425–4800, 11.0 CR, torque 415–4000. [10] '61, 160. [11] '61, 140. [12] '64, 800.

CHRYSLER																	
MC1, PC1-L, RC1, SC1, TC1, VC1, AC1	59–65	V8-OHV	4.13	3.38	361	290–4600[2]	54.6[3]	10.0[5]	150–180	395–3000[4]	—	500–500	No	Rot.	FF	3.25	45–65
MC2, PC2-M, RC,2, SC2, TC2, VC2, AC2	59–65	V8-OHV	4.25	3.38	383	305–4600[7]	57.8	10.0	150–180	410–2400[8]	—	500–500	No	Rot.	FF	3.25	45–65
MC3, PC3-H, RC3, SC3	59–62	V8-OHV	4.18	3.75	413	350–4600[9]	55.9	10.0	150–180	470–2800	—	500–500	No	Rot.	FF	3.25	45–65
TC3, TC2-300J, VC3, VC2-300K, AC3	63–65	V8-OHV	4.19	3.75	413	340–4600[10]	56.2	10.1	130–165	470–2800[10]	500	500	No	Rot.	FF	3.25	45–65

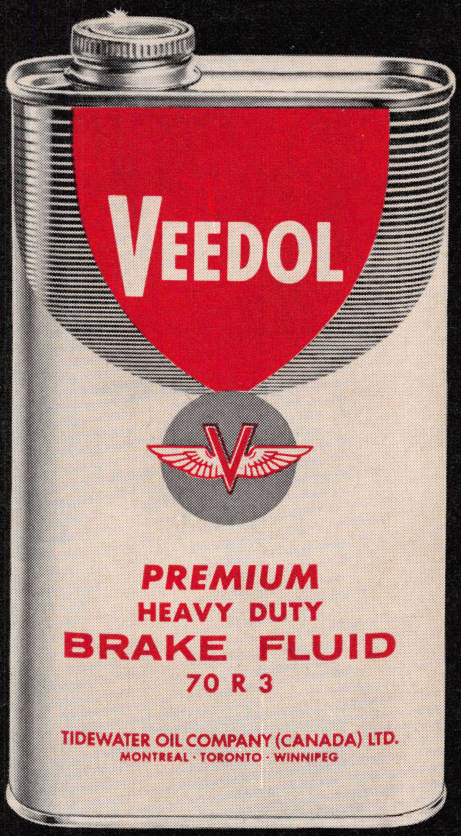
[1] Saratoga 310 BHP @ 4600, 405 ft. lbs. @ 3200 with 4 bbl. carburetor. [2] PC1-L, 295–4600; RC1, VC1, 265–4400. [3] PC1-L, RC1, VC1, 54.3.
[4] PC1-L, 390–2400; RC1, VC1, 380–2400. [5] RC1, VC1, 9.0. [7] RC2, 305–4800; SC2, 305–4600. [8] RC2, 395–3000. [9] SC3, 340–4600.
[10] TC2,300J, 390–4800; Torque, 485–3600; '64, VC2-300K, Torque 470–3200.

CITROEN																	
ID 19	59–65	4-OHV	3.07	3.937	116.5	75–4500[1]	15.1	7.5	135	103–3500	500	—	Yes	Gear	FF	3.5	56[3]
DS 19 and Pallas	59–65	4-OHV	3.07	3.937	116.5	75–4500[2]	15.1	8.5	150	116–2500[4]	500–900	—	Yes	Gear	FF	3.5	56[3]

[1] '62, 69–4500. [2] '62–'64, 83–4500. [3] At 4000 rpm. [4] '63–64, 105–3500.

BP—By pass. FF—Full flow. Sh—Shunt type.

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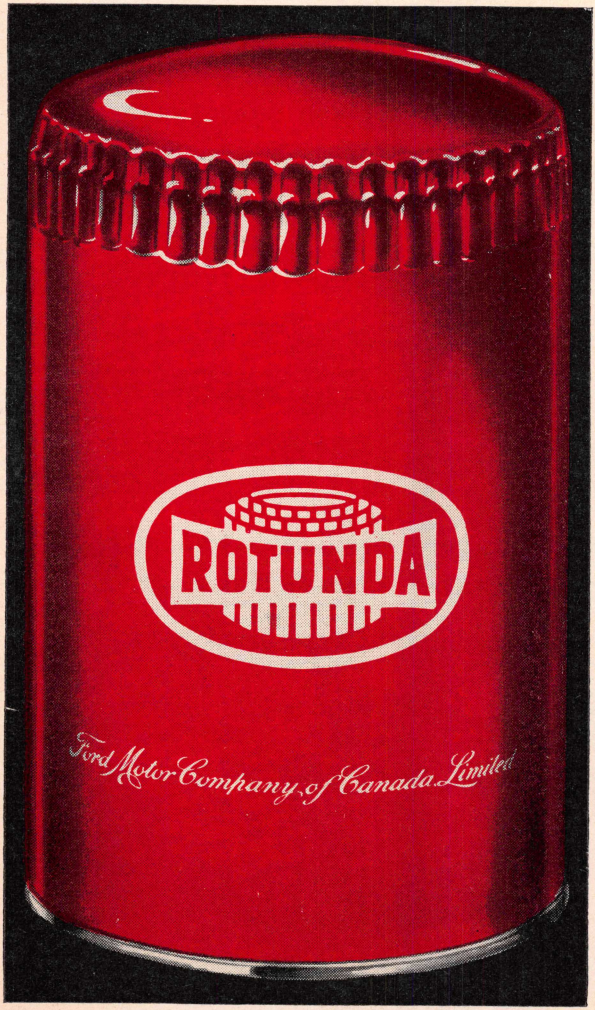
ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression Ratio (To 1)	Compression Pressure	Max. Torque (ft. lbs. @ rpm)	Idle Speed (rpm) Conv. & OD Trans.	Idle Speed (rpm) Auto. Trans.	Valve Seat Inserts	Engine Lubrication Oil Pump Type	Engine Lubrication Oil Filter System	Engine Lubrication Crank-case Refill (Qts.)	Engine Lubrication Normal Oil Pres.
DAIMLER																	
SP250	60–64	V8-OHV	3.00	2.75	152.6	140–5800	28.8	8.2	—	155–3600	500[1]	—	Yes	Gear	FF	6	35–45[2]
[1] Without air cleaners. [2] 20 psi at idle.																	
DATSUN-NISSAN																	
PL410-U, UT & S/Wagon	63–65	4-OHV	2.88	2.80	72.5	60–5000	13.2	8.2	164–350	67.3	550–600	—	No	Rot.	FF	3	55–60
Nissan LG31-U, UK & S/Wagon	63–65	4-OHV	3.35	3.27	115	95–5000	17.9	8.5	170–300	120	550–600	—	No	Gear	FF	3	55–60
SPL310-U Sports	63–65	4-OHV	3.15	2.91	90.7	85–5600	15.9	9.0	180–370	92	600	—	Gear	Gear	FF	3	60–65
[1] "Cedric" series.																	
DE SOTO																	
MS2	59	V8-OHV	4.25	3.38	383	305–4600	57.8	10.0	150–180	410–2400	—	450–500	No	Rot.	FF	4	45–65
MS3, PS3-M	59–60	V8-OHV	4.25	3.38	383	325–4600[4]	57.8	10.0	150–180	425–2800[5]	—	450–500	No	Rot.	FF	4	45–65
RSI	61	V8-OHV	4.12	3.38	361	265–4400	54.3	9.0	150–180	380–2400	—	500	No	Rot.	FF	4	45–65
[4] PS3-M, 305–4600 [5] PS3-M, 410–2400																	
DKW, AUTO-UNION																	
DKW F93, F94	59	3-TS	2.795	2.99	54.65	45–4250	9.34	7.1	—	53.1–2800	[2]	—	NA	NA	NA	[3]	NA
AU 1000, AU 1000S	59–63	3-TS	2.916	2.99	59.78	50–4500[4]	10.02	7.25	—	61.5–2250	650	—	NA	NA	NA	[3]	NA
AU 1000 Sp	59–63	3-TS	2.916	2.99	59.78	62–4500	10.02	8	[5]	68.7–3600	650	—	NA	NA	NA	[3]	NA
DKW 750	60–62	3-TS	2.68	2.68	45	39–4500	8.6	8	68.5	47–2500	650	—	NA	NA	NA	[3]	NA
DKW Junior De Luxe 800	62–63	3-TS	2.7756	2.68	48.5	34–4000	9.1	7.25	—	55.7–2500	650	—	NA	NA	NA	[3]	NA
[2] Set idle adjustment screw 1.5 to 2 turns open. [3] Lubrication by fuel/oil mixture, 40:1 ratio, except '62 models with Lubrimat. [4] 1000S, 57–4500. [5] Mean working pressure, 77 lb/sq. in @ 2250 rpm. TS—Two stroke.																	
DODGE																	
LE1, ME1	59	6-L	3.44	4.50	250.6	132–3600	28.4	7.7	130	212–2000	450–500	450–500	Ex	Rot.	No	4	40–45
LE2, ME2	59	V8-OHV	3.875	3.312	313	220–4400	48.0	8.5	165	325–2800	450–500	450–500	No	Rot.	BP	4	50–65
MD3	59	V8-OHV	4.13	3.38	361	290–4600	54.6	10	180	395–3000	—	450–500	No	Rot.	FF	4	50–65
PD3, RD3	60–61	6-OHV[1]	3.40	4.125	225	145–4000	27.7	8.6[6]	130–160	215–2800	550	475–500[7]	No	Rot	FF	3.25	40–65
PD4, RD4, SD2, TD2, VD2	60–64	V8-OHV	3.88	3.31	313	225–4400	48.17	9.0	125–165	330–2800	500	500	No	Rot.	Sh	4[10]	45–65
PD4, RD4, SD2 Dart (Opt. engine)	60–62	V8-OHV	4.13	3.38	361	305–4600[8]	54.3	10.0[3]	150–180	400–2800[9]	500	500	No	Rot.	FF	4	45–65
PD2, RD1	60–61	V8-OHV	4.13	3.38	361	295–4600[2]	54.3	10.0[3]	150–180	390–2800[4]	—	500	No	Rot.	FF	4	45–65
RW1, SL1 Lancer [11] (Std. engine)	61–62	6-OHV[1]	3.4	3.125	170	101–4400	27.7	8.2	130–160	155–2400	550	550	No	Rot.	FF	3.25	45–65
RW1, SD1, TD1, TL1, VL1, VD1, AD1	61–65	6-OHV[1]	3.4	4.125	225	145–4000	27.7	8.2[14]	130–160	215–2800[14]	550	550	No	Rot.	FF	3.25	45–65
SD2-P Polara[11], SD3 Custom 880[11]	62	V8-OHV	4.12	3.38	361	305–4800	54.3	9.0	150–180	395–3000	500	500	No	Rot.	FF	4	45–65
TD2 (Opt. eng.), TD2-P[11], VD2	63–64	V8-OHV	4.25	3.38	383	330–4600[12]	57.8	10.0	130–165	425–2800[12]	500	500	No	Rot.	FF	4	45–65
TA3, VA3 Custom 880[11]	63–64	V8-OHV	4.12	3.38	361	265–4400	54.3	9.0	125–155	380–2400	500	500	No	Rot.	FF	4	45–65
TL1, VL1 Dart (170 cu. in.)	63–64	6-OHV[1]	3.4	3.125	170	101–4400	27.7	8.2[15]	110–140	155–2400	550	550	No	Rot.	FF	3.5	45–65
VL2	64	V8-OHV	3.63	3.31	273	180–4200	42.2	8.8	120–150	260–1600	500	500	No	Rot.	FF	3.5	45–65
AD2 318 V8	65	V8-OHV	3.91	3.31	318	230–4400	48.9	9.0	125–165	340–2800	500	500	No	Rot.	FF	3.25	45–65
AD2 383 V8 (optional)	65	V8-OHV	4.25	3.38	383	325–4600	57.8	10.1	130–165	425–2400	500	500	No	Rot.	FF	3.25	45–65
AD2 413 V8 (optional)	65	V8-OHV	4.19	3.75	413	360–4800	55.9	10.1	130–165	470–3200	500	500	No	Rot.	FF	3.25	45–65
[1] 30 deg. slant. [2] RD1, 265 @ 4400. [3] RD1, RD4, SD2, 9.0. [4] RD1, 380 @ 2400. [6] RD3, 8.2. [7] RD3, 550. [8] RD4, SD2 275 @ 4400. [9] RD4, SD2 395 @ 2800. [10] SD2 Dart, 3.5. [11] Not built or sold in Canada. [12] TD2-P, 305–4600; torque 410–2400. [14] TL1, VD1, CR 8.4, torque, 215–2400. [15] '64 VL1, CR 8.5.																	
EDSEL																	
All 6 Cyl.	59–60	6-OHV	3.62	3.60	223	145–4000	31.54	8.4	150	206–2200	475–500	425–450	No	Gear	FF	3.5	45–50
All 332 Engines	59	V8-OHV	4.00	3.30	332	225–4400	51.20	8.9	180	325–2200	600	500	No	Rot.	FF	4	45–55

BP—By pass. FF—Full flow. Sh—Shunt type.

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ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression Ratio (To 1)	Compression Pressure	Max. Torque (ft. lbs. @ rpm)	Idle Speed (rpm) Conv. & OD Trans.	Idle Speed (rpm) Auto. Trans.	Valve Seat Inserts	Engine Lubrication Oil Pump Type	Engine Lubrication Oil Filter System	Engine Lubrication Crank-case Refill (Qts.)	Engine Lubrication Normal Oil Pres.
EDSEL—Continued																	
All 361 Engines	59	V8-OHV	4.05	3.50	361	303–4600	52.48	9.6	180	390–2900	600	500	No	Rot.	FF	4	45–55
All 292 Engines	60	V8-OHV	3.75	3.30	292	185–4200	45	8.8	160	292–2200	475–500	475–500	No	Rot.	FF	4	45–55
All 352 Engines	60	V8-OHV	4.00	3.50	352	300–4600	51.2	9.6	180	381–2800	475–500	475–500	No	Rot.	FF	4	45–55
FIAT																	
600	59–61	4-OHV	2.36	2.2	38.63	24.5–4600	8.91	7.5	—	32–2800	600	—	Yes	Gear	BP	2.64	35–43
All 1100	59–62	4-OHV	2.68	2.95	66.5	43–4800[4]	11.5	7.0[4]	—	52.4–3200[4]	600	—	Yes	Gear	BP	2.16	35–43
All 1200	59–64	4-OHV	2.83	2.95	74.48	55–5300[5]	12.8	8.25	—	60–3000	600	—	Yes	Gear	BP	2.16	35–43
All 2100	60–61	6-OHV	3.03	2.89	125.35	95–5000[1]	22	8.8	—	120–3000[2]	—	—	Yes	Gear	BP	3.7	57–64
600D Sedan	61–64	4-OHV	2.44	2.50	46.8	32–4800	9.5	7.5	—	36.2–3000[3]	—	—	Yes	Gear	BP	2.64	35–43
1500 Cabriolet	64	4-OHV	3.03	3.13	90.37	80–5200	14.7	8.8	150	78.1–3200	—	—	Yes	Gear	BP	3.1	57–64
750	65	4-OHV	2.45	2.50	46.8	32–4800	9.6	7.5	140	36.2–3000	700	—	Yes	Gear	BP	2.6	35
1500	65	4-OHV	3.03	3.12	90.4	80–5200	14.7	8.8	150	86.8–3200	900	—	Yes	Gear	BP	3.1	50
1100D	65	4-OHV	2.83	2.95	74.5	55–5000	12.8	8.1	140	62–2500	750	—	Yes	Gear	BP	2.9	35
[1] S/Wagon 90-5000. [2] S/Wagon 135–3000 [3] Less muffler, fan & water pump. [4] '62 1100 Special, hp 55–5200, CR 7.85:1, torque 52.8–3500. [5] '62–'64, 1200 Roadster, hp 63–5600.																	
FORD																	
Falcon (Frontenac to '61) Std. engine	60–64	6-OHV	3.5	2.5	144.3	85–4200	29.4	8.7	170± 20	134–2000	500–525	500–525[2]	No	Rot.	FF	3	45–55[1]
Falcon (Frontenac to '61) Optional	61–64	6-OHV	3.5	2.94	170	101–4400	29.4	8.7	170± 20	156–2400	500–525	500–525[2]	No	Rot.	FF	3	45–55[1]
Falcon 260 V8	63–64	V8-OHV	3.80	2.87	260	164–4400	46.2	8.7	150± 20	258–2200	500–525[3]	475–500[2]	No	Rot.	FF	3.25	35–55[1]
Falcon 200 6 Cyl.	64	6-OHV	3.68	3.126	200	116–4400	32.5	8.7	170± 20	175–2400	500–525	500–525	No	Rot.	FF	3	35–55[1]
Falcon 170-6 cyl.	65	6-OHV	3.5	2.94	170	105–4400	29.4	9.1	175± 20	158–2400	575–600	500–525	No	Rot.	FF	3.5	35–55
Falcon 200-6 cyl.	65	6-OHV	3.68	3.13	200	120–4400	32.5	9.2	175± 20	190–2400	575–600	500–525	No	Rot.	FF	3.5	35–55
Falcon 289-V8 (2V, 4V)	65	V8-OHV	4.0	2.87	289	200–4400[4]	51.2	9.3[4]	150± 20	282–2400[4]	575–600	475–500	No	Rot.	FF	4	35–55
[1] At 2000 rpm (hot). [2] In drive range. [3] '64, 575–600 rpm. [4] 4V engine, 225–4800, 10.1 CR, torque 305–3200.																	
Fairlane 6 cyl.	62–64	6-OHV	3.50	2.94	170	101–4400	29.4	8.7	170± 20	156–2400	500–525	475–525[1]	No	Rot.	FF	3.75[3]	45–55[2,6]
Fairlane 221 V8	62–63	V8-OHV	3.50	2.87	221	145–4400	39.2	8.7	150± 20	216–2200	500–525	475–500[1]	No	Rot.	FF	4[3]	45–55[2,6]
Fairlane 260 V8	62–64	V8-OHV	3.80	2.87	260	164–4400	46.2	8.7	150± 20	258–2200	500–525[5]	475–500[1]	No	Rot.	FF	4[3]	50–60[2,6]
Fairlane 200 6 Cyl.	63–64	6-OHV	3.68	3.126	200	116–4400	32.5	8.7	170± 20	175–2400	—	500–525[1]	No	Rot.	FF	3.75[3]	45–55[2,6]
Fairlane 289 V8	64	V8-OHV	4.0	2.87	289	195–4400[4]	51.2	9.0[4]	150± 20	282–2400[4]	575–600	475–600	No	Rot.	FF	4[3]	35–55
Fairlane 200-6 cyl.	65	6-OHV	3.68	3.13	200	120–4400	32.5	9.2	175± 20	190–2400	575–600	500–525	No	Rot.	FF	3.75[3]	35–55[2]
Fairlane 289-V8 (2V, 4V, HP)	65	V8-OHV	4.0	2.87	289	200–4400[7]	51.2	9.3[7]	150± 20	282–2400[7]	575–600	475–500	No	Rot.	FF	4.25[3]	35–55[2]
[1] In drive range. [2] At 2000 rpm (hot). [3] Includes oil filter. [4] W/4 bbl. carb., hp 271–6000, CR 10.5, torque 312–3400, idle speed w/man. trans., 700–800. [5] '64, 575–600. [6] '64, 35–55. [7] 4V engine, 225-4800, 10.1 CR, torque 305–3200; HP engine, 271–6000, 10.5 CR, torque 312–3400.																	
All 6 Cyl.	59–64	6-OHV	3.62	3.60	223	145–4000[6]	31.54	8.4[2]	150	206–2200[4]	500–525	500–525	No	Rot.[14]	FF	3.5	45–50[13]
All 292 Engine (U.S. prod'n)	59	V8-OHV	3.75	3.30	292	200–4400[9]	45.0	8.8	160	285–2200[9]	600	500	No	Rot.	FF	4	45–55
All 332 Engine	59–61	V8-OHV	4.00	3.30	332	225–4400[8]	51.2	8.9	180	325–2200[8]	500–525	475–500	No	Rot.	FF	4	45–55[13]
All 352 Engine (Except Country Squire)	59–60	V8-OHV	4.00	3.50	352	300–4600	51.2	9.6	180	380–2800	475–500	475–500	No	Rot.	FF	4	45–55
All 361 Engine	59	V8-OHV	4.05	3.50	361	303–4600	52.48	9.6	180	390–2900	600	500	No	Rot.	FF	4	45–55
292 Engine (U.S. prod'n)	60–62	V8-OHV	3.75	3.30	292	185–4200[9]	45	8.8	160	292–2200[9]	500–525	475–500	No	Rot	FF	4	45–55
All 352 Engine	60–63	V8-OHV	4.00	3.50	352	235–4400[11]	51.2	8.9	180	350–2400[11]	500–525	475–500	No	Rot	FF	4	45–55[13]
All 390 Engine	61–63	V8-OHV	4.05	3.78	390	300–4600	52.49	9.6[16]	180± 20[16]	427–2800	575–600	450–475	No	Rot.	FF	4	35–55[13]
406 Engine	63	V8-OHV	4.13	3.78	406	385–5800	54.56	11.5	—	444–3400	675–700	—	No	Rot.	FF	4	40–55[17]
260 Engine (U.S. prod'n.)	63	V8-OHV	3.80	2.87	260	164–4400	46.2	8.7	—	258–2200	500–525	475–500	No	Rot.	FF	3.4	35–55[17]

BP—By pass. FF—Full flow. Sh—Shunt type.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression		Max. Torque (ft. lbs @ rpm)	Idle Speed (rpm)		Valve Seat Inserts	Engine Lubrication			
								Ratio (To 1)	Pressure		Conv. & OD Trans.	Auto. Trans.		Oil Pump Type	Oil Filter System	Crank-case Refill (Qts.)	Normal Oil Pres.
427 V8 Engine	64	V8-OHV	4.23	3.78	427	410–5600[19]	57.33	11.5[19]	180	476–3400[19]	700–800	—	No	Rot.	FF	4	35–55
289 V8 Engine (U.S. prod'n)	64	V8-OHV	4.00	2.87	289	195–4400	51.20	9.0	150	282–2400	575–600	475–500	No	Rot.	FF	4	35–55
390 V8 Engine	64–65	V8-OHV	4.05	3.78	390	300–4600	52.49	10.1	190	427–2800	575–600	475–500	No	Rot.	FF	4	35–55[17]
240-6 cyl.	65	6-OHV	4.0	3.18	240	150–4000	38.40	9.2	175± 20	234–2200	500–525	500–525	No	Rot.	FF	3.5	35–60[17]
352-V8 (2V)[3]	64–65	V8-OHV	4.0	3.50	352	220–4300[5]	51.20	9.3	180± 20	336–2600[5]	575–600	475–500	No	Rot.	FF	4	35–55[17]

[1] 8.4 ratio with Auto. Trans. [2] '64, 8.5. [3] 4V in '64. [4] '60, 206–2000; '61, 200–2000; [5] '64 W/4V carb., 250–4400; torque 352–2800. '62–64, 203–2200. [6] '61, 135–4000;' 62–64, 138–4200. [8] '61, BHP 205–4400; torque, 316–2200. [9] '61, BHP 175–4200; torque. 279–2200; '62 hp 170–4200, torque as for '61. [11] '61, BHP 220–4400; torque, 336–2400; '62, hp 220–4300, torque 336–2600. [13] '61, 64, 35–55; '62–63, 52–62 @ 2000. [14] Earlier models, gear or rotor type. [16] 1963½ models CR 10.8, comp. pressure 190± 20. [17] Hot @ 2000 rpm. [19] W/4 bbl. carb.; w/8 bbl. carb., hp 425–6000, CR 11.2, torque 480–3700.

Mustang 170 6 Cyl.	64	6-OHV	3.50	2.94	170	101–4400	29.4	8.7	170± 20	156–2400	500–525	500–525	No	Rot.	FF	3	35–55[2]
Mustang 260 V8	64	V8-OHV	3.80	2.87	260	164–4400	46.2	8.8	150± 20	258–2200	575–600	475–500	No	Rot.	FF	3.25	35–55[2]
Mustang 200-6 cyl.	65	6-OHV	3.68	3.13	200	120–4400	32.5	9.2	175± 20	190–2400	575–600	500–525	No	Rot.	FF	3.75[2]	35–55[2]
Mustang 289-V8 (2-V)	65	V8-OHV	4.0	2.87	289	200–4400	51.2	9.3	150± 20	282–2400	575–600	475–500	No	Rot.	FF	4.25[3]	35–55[2]
Mustang 289-V8 (4-V & HP)	64–65	V8-OHV	4.0	2.87	289	210–4400[1]	51.2	9.0[1]	150± 20	300–2400[1]	575–600	475–500	No	Rot.	FF	4.25[3]	35–55[2]

[1] 289 high perf. hp 271–6000, CR 10.5, torque 312–3400; '65, 4 veng., 225–4800, CR 10.1, torque 305–3200. [2] Hot R 2000 rpm. [3] Includes oil filter.

FORD (British)

Anglia, Prefect, Squire, Escort	59	4-L	2.50	3.64	71.55	36–4500	10	7	125	53–2500	—	—	Yes	Gear	BP	1.75	30[2]
Consul[6]	59–61	4-OHV	3.25	3.13	103.9	59–4400	16.9	7.8	150	91–2300	—	—	Yes	Gear	FF	3	50–60[2]
Zephyr, Zodiac	59–61	6-OHV	3.25	3.13	155.8	86–4200	25.35	7.8	150	136–2000	—	520	Yes	Gear	FF	3.5	50–60[2]
Consul 315, Capri[7]	61–64	4-OHV	3.1875	2.562	81.78	53.5–4800	16.26	8.5[5]	—	75–2500	—	—	Yes	Rot.	FF	2.25[4]	35–40
Anglia, Prefect III[3]	60–65	4-OHV	3.1875	1.906	60.82	39–5000	16.26	8.9	160	53–2700	500–550	—	Yes	Rot.	FF	2.25	35–40
Anglia Super, Cortina	63–65	4-OHV	3.1875	2.29	73.09	48.5–4800	16.26	8.7	175	63–2700	500–550	—	Yes	Rot.	FF	2.25	35–40
Cortina Super, Cortina GT	65	4-OHV	3.1875	2.867	91.5	59.5–4600[1]	16.26	8.3[1]	175	81.5–2300[1]	500–550	—	Yes	Rot.	FF	3.25	35–40

[1] GT, 78–5200, 9.0, 91–3600. [2] Oil pump relief pressure. [3] '60 only. [4] Includes filter cap. of .5 pint. [5] Optional ratio 7.2; BHP 50.5; torque 71.6 (at same rpm). [6] Known as Consul 375 from June '61. [7] Capri only in '64.

FORD (German)

Taunus 12M	59–61	4-OHV	3.23	2.79	91.4	60–4500	16.69	7	115–125	81.7–2000	650–700	—	No	Gear	FF	2.25	43–61[1]
Taunus 17M	59–61	4-OHV	3.31	3.02	103.5	67–4400	17.53	7.2	115–125	97.8–2200	500–600	—	No	Gear	FF	2.5	43–61[1]

[1] Oil pump relief pressure.

HILLMAN

Minx Series III	59	4-OHV	3.11	3.00	91.17	52.5–4400	—	8.5	170–180	78–2100	600–700	—	—	Rot.	FF	4[3]	30–50
Minx Series IIIA, IIIB	60–61	4-OHV	3.11	3.00	91.17	56.5–4600	15.5	8.5	170–180	83–2000	600	600	—	Rot.	FF	4[3]	30–50
Husky Series II	60–63	4-OHV	3.0	3.0	84.82	51–4400	14.4	8.0	150–155	72–2200	600	—	—	Rot.	FF	4[3]	30–50
Minx IIIc, Super Minx Mk. I	62–63	4-OHV	3.21	3.0	97.1	56.5–4000[4]	16.4	8.3	165–175	87–2100[4]	600	600	No[2]	Rot.	FF	4[3]	40–50
Minx IV, Super Minx II, Husky III	63–65	4-OHV	3.21	3.0	97.1	62–4400	16.4	8.3	165–175	86.3–2500	600	600	No[2]	Rot.	FF	4[3]	40–50

[2] Available for service. [3] Inc. filter. [4] Super Minx Mk. I, 66.3–4800; torque 84–2800.

HUMBER

Super Snipe I	59	6-OHV	3.25	3.25	161.5	123–4900	—	8	170–175	138.3–1600	—	400–500	Yes	Rot.	FF	6	45–50
Super Snipe II, III	60–63	6-OHV	3.44	3.25	180.1	129.5–4900	28.5	8	170–175	161.8–1800	500	600	No[1]	Rot.	FF	6	45–50
Super Snipe IV, V, Imperial	63–65	6-OHV	3.44	3.25	180.1	137.5–5000	28.5	8	165–175	167–2600	500	600	No[1]	Rot.	FF	6	45–50

[1] Available for service.

IMPERIAL

MY1, PY1, RY1, SY1, TY1, VY1, AY1	59–65	V8-OHV	4.18	3.75	413	350–4600[2]	55.9[2]	10	150–180	470–2800	—	500	No	Rot.	FF	4	45–65

[2] '64 VY1, 340–4600, 56.2.

JAGUAR																		
2.4 litre	58–59	6-OHC	3.268	3.01	151.5	112–5750	25.6	8	155	140–2000	500[12]	600	Yes	Rot.	FF	5.5	40–45
3.4 litre, Mk 2 (3.4 engine)	58–61	6-OHC	3.268	4.173	210	210–5500	25.6	8[3]	155	215–3000	500[12]	600	Yes	Rot.	FF	5.5	40–45
XK150	58–61	6-OHC	3.268	4.173	210	210–5500	25.6	8[3]	155	215–3000	500[12]	600	Yes	Rot.	FF	6.5	40–45
XK150S	58–61	6-OHC	3.268	4.173	210	250–5500	25.6	9	165	240–4500	500[12]	600	Yes	Rot.	FF	6.5	40–45
Mk VIII	58–59	6-OHC	3.268	4.173	210	190–5500	25.6	8	155	203–3000	500[12]	600	Yes	Rot.	FF	9.5	40–45
Mk IX, Mk 2[2], XK150[2], XK E-type	59–64	6-OHC	3.425	4.173	230.6	220–5500[5]	28.1	8[3]	155	240–2900[7]	500[12]	600[6]	Yes	Rot.	FF	9.5[4]	40–50
Mk X	62–64	6-OHC	3.425	4.173	230.6	265–5500	28.15	9[8]	180[9]	260–4000	500[12]	500–600[10]	Yes	Rot.	FF	6	40–50
3.8 Mk. II, 3.8 S-type	64–65	6-OHC	3.425	4.1732	230.6	220–5500[13]	28.2	8.0[13]	155[13]	240–3000[13]	500	600	Yes	Rot.	FF	6[1]	40–45
Mk. X 4.2, XKE 4.2	65	6-OHC	3.625	4.1732	258.4	265–5400	31.57	9.1	180	283–4000	700	500[11]	Yes	Rot.	FF	6[14]	40–45, H

[1] 3.8 Mk, II, 5½. [2] With optional 3.8 litre engine. [3] Optional ratio, 9 to 1. [4] Mk 2, 5.5 qts; XK-150, 6.5 qts., E-type 9 qts.
[5] E-type 265–5500. [6] Auto. trans., not fitted to E-type. [7] E-type, 260–4000. [8] 8.1 optional. [9] @ 280–330 rpm. [10] In neutral.
[11] MKX, in Park position (Manual trans only, on XKE). [12] In "Erive" range. [13] '64 W/CR 9.0, hp. 230–5500, pressure 175, torque 245–3500; '65, '65, CR 9.1, pressure 180.

KAISER-JEEP																		
4-63 Engine	59–65	4-L	3.125	4.375	134.2	60–4000	15.63	7	110	105–2000	600	—	Ex	Rot.	BP	3.3	35
4-75 Engine	59–65	4-OISE	3.125	4.375	134.2	72–4000	15.63	7.4[4]	125	114–2000	600	—	Ex	Rot.	BP	3.3	35
6-226 Engine	59–64	6-L	3.312	4.375	226 2	105–3600	26.33	6.86	125	190–1400	550	—	Ex	Gear	BP	4.1	35
6-230 Engine	62–65	6-OHC	3.688	4.375	230.5	140–4000	26.77	8.5	150	210–1750	550	—	No	[1]	FF	4.25	50[2]
8-327 Vigilante	65	V8-OH5	4.00	3.25	327	250–4700	51.2	8.7	145	340–2700	550	500	No	Gear	FF	3.3	55

OISE—Overhead Inlet, Side Exhaust. OHC—Overhead Camshaft. [1] Double rotor. [2] At 2000 rpm. [4] 6.9 optional.

LAND ROVER																		
Series II 2¼ litre (88, 109)	59–65	4-OHV	3.562	3.5	139.5	77–4250	20.3	7	145	124–2500	400–450	—	No	Gear	FF	6.5	55–65
Series II 2 litre Diesel (88, 109)	59–61	4-OHV	3.375	3.5	125.17	52–3500	—	22.5	—	87–2000	650	—	Ex	Gear	FF	6.5	50–60
2¼ litre Diesel (88, 109)	62–65	4-OHV	3.563	3.5	139.5	62–4000	—	23	—	103–1750	600	—	Ex	—	FF	6.5	50–60

LINCOLN CONTINENTAL																		
All	59	V8-OHV	4.30	3.70	430	345–4400	59.17	10.0	200	480–2800	—	450–475	No	Rot.	FF	4	35–50
All	60–65	V8-OHV	4.30	3.70	430	320–4600[1]	59.17	10.1[3]	180	465–2600[1]	—	450–475	No	Rot.	FF	4[2]	45–62

[1] '61–'62, 300–4100, torque 465–2000; '63–'64, 320–4600, torque 465–2600; '60, hp, 315–4100. [2] '62–'65, 5 qts. incl. filter. [3] '60–'63, 10.0.

MERCEDES-BENZ																		
180	59	4-OHC	3.34	3.29	115.75	74–4700	17.89	6.8	—	—	—	—	—	Gear	FF	3.5	—
180D, 180Db (diesel)	59–62	4-OHV	2.95	3.94	107.8	46–3500	14.11	19	20	77–2000	550–600	—	—	Gear	FF	3.5	—
190	59	4-OHC	3.34	3.29	115.74	84–4800	17.89	7.5	4125	107–2800	700–750	—	Yes	Gear	FF	3.5	73.5
190D, 190Db (diesel)	59 62	4-OHC	3.34	3.29	115.76	55–4000	17.89	21	—	83–2200	—	—	Yes[4]	Gear	FF	3.5	—
190SL	59–62	4-OHC	3.34	3.29	115.74	120–5800	17.89	8.5	—	—	—	—	—	—	FF	3.5	—
219	59	6-OHC	3.15	2.866	133.9	100–5000	23.97	8.7	—	—	—	—	—	—	FF	5.25	—
220S, 220SE	59	6-OHC	3 15	2.866	133.9	120–5200[1]	23.97	8 7	—	137–3600[5]	—	—	—	—	FF	5.25	—
300d	59–63	6-OHC	3.35	3.46	182.75	180–5500	26.85	8.55	132–154	184–2700	—	—	Yes	Gear	FF	8.8	73.5
300SL	59–63	6-OHC	3.35	3.46	182.83	240–6100[3]	26.85	8.55[3]	128–150	217–4800[3]	700	—	Yes	Gear	FF	13.2[2]	57
180b-	60–61	4-OHC	3.35	3.29	115.75	78–4500	17.89	7.0	—	107–2100	—	—	—	Gear	FF	3.5	28–113
190b-	60–61	4-OHC	3.35	3.29	115 75	90–5000	17.89	8.5	—	111–3000	—	—	—	Gear	FF	3.5	—
220b-	60–65	6-OHC	3.15	2.866	133.9	105–5000	23.97	8.7	—	133–3300	775	—	—	Gear	FF	4.8	—
220Sb--	60–65	6-OHC	3.15	2.866	133.9	124–5200	23.97	8.7	—	139–3700	775	—	—	Gear	FF	4.8	—
220SEb Sedan and Coupe	60–65	6-OHC	3.15	2.866	133.9	134–5000	23.97	8 7	—	152–4100	750	700	—	Gear	FF	4.8	—
180c, 190c	62–65	4-OHC	3.34	3.29	115.75	—	—	7[7]	—	107–2500[7]	7–800	—	Yes	Gear	FF	3.5	—
180Dc, 190Dc (diesel)	62–65	4-OHC	3.43	3.29	121.27	—	—	21	—	82–2400[6]	7–800	—	Ex	Gear	FF	3.5	—
300SE	62–65	6-OHC	3.34	3.47	182.85	185–5200	—	9	—	—	—	650–730	Yes	Gear	FF	5.3	—
230SL	63–65	6-OHC	3.23	2.87	140.7	170–5600	—	9.3	—	159–4500	—	—	—	Gear	FF	4.8	—

OHC—Overhead Camshaft. [1] 220SE, 130–5000. [2] Separate oil tank. [3] 250 HP @ 6200 and 228 ft. lbs. @ 5000 rpm with 9.5 compression ratio.
[4] Exhaust valves only. [5] 220SE, 146-3800. [6] 190DC, 87–2400. [7] 190C, CR 8.7, torque 113–2700.

MERCURY (Monarch to '61)																		
Comet, all	60–63	6-OHV	3.5	2.5	144.3	85–4200	29.4	8.7	170± 20	134–2000	500–525	475–500	No	Rot.	FF	3	45–55[1]
Optional engine	61–64	6-OHV	3.5	2.94	170	101–4400	29.4	8.7	170± 20	156–2400	500–525	500–525[2]	No	Rot.	FF	3	45–55[1]
Comet 260 V8	63–64	V8-OHV	3.80	2.87	260	164–4400	46.2	8.7	150± 20	258–2200	500–525[3]	475–500[2]	No	Rot.	FF	3.25	56–60[1]
Comet 200 6 Cyl	64	6-OHV	3.68	3.126	200	116–4400	32.5	8.7	170± 20	175–2400	500–525	500–525	No	Rot.	FF	3	35–55[1]

BP—By pass. FF—Full flow. Sh—Shunt type.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression Ratio (To 1)	Compression Pressure	Max. Torque (ft. lbs. @ rpm)	Idle Speed (rpm) Conv. & OD Trans.	Idle Speed (rpm) Auto. Trans.	Valve Seat Inserts	Engine Lubrication Oil Pump Type	Engine Lubrication Oil Filter System	Engine Lubrication Crankcase Refill (Qts.)	Engine Lubrication Normal Oil Pres.
MERCURY (Monarch to '61)—Continued																	
Comet 289 V8	64	V8-OHV	4.00	2.870	289	210–4400	51.2	9.0	150± 20	300–2800	575–600	475–500	No	Rot.	FF	4	35–55[1]
Comet 200-6 cyl.	65	6-OHV	3.68	3.13	200	120–4400	32.5	9.2	175± 20	190–2400	575–600	500–525	No	Rot.	FF	3.75[4]	35–55[1]
Comet 289-V8 (2V, 4V, HP)	65	V8-OHV	4.0	2.87	289	200–4400[5]	51.2	9.3[5]	150± 20	282–2400[5]	575–600	475–500	No	Rot.	FF	4.25[4]	35–55[1]
	[1] @ 2000 rpm., hot. [2] In drive range. [3] '64, 575–600 rpm. [4] Includes oil filter.																
	[5] 4V engine, 225–4800, 10.1 CR, torque 305–3200; HP engine, 271–6000, 10.5 CR, torque 312–3400.																
Meteor 6 cyl.	62	6-OHV	3.50	2.94	170	101–4400	29.4	8.7	170± 20	156–2400	500–525	475–500	No	Rot.	FF	3.25[1]	45–55[2]
Meteor 221 V8	62	V8-OHV	3.50	2.87	221	145–4400	39.2	8.7	150± 20	216–2200	500–525	475–500	No	Rot.	FF	4[1]	45–55[2]
Meteor 260 V8	62	V8-OHV	3.80	2.87	260	164–4400	46.2	8.7	150± 20	258–2200	500–525	475–500	No	Rot.	FF	4[1]	50–60[2]
Meteor 200 cu. in. 6 cyl.	63	6-OHV	3.68	3.126	200	116–4400	32.5	8.7	—	175–2400	—	500–525[3]	No	Rot.	FF	3	45–55[2]
Meteor 223 6 Cyl.	64	6-OHV	3.62	3.60	223	138–4200	31.54	8.5	150	203–2200	525–550	525–550	No	Rot.	FF	3.5	35–55[2]
Meteor 390 V8	64–65	V8-OHV	4.05	3.78	390	300–4600	52.49	10.1	190	427–2800	575–600	475–500	No	Rot.	FF	4	35–55[2]
Meteor 240- 6 cyl.	65	6-OHV	4.0	3.18	240	150–4000	38.4	9.2	175± 20	234–2200	500–525	500–525	No	Rot.	FF	3.5	35–60[2]
Meteor 352-V8 (2V)	64–65	V8-OHV	4.0	3.50	352	220–4300[4]	51.2	9.3	180± 20	336–2600[4]	575–600	475–500	No	Rot.	FF	4	35–55[2]
	[1] Includes filter. [2] @ 2000 rpm., hot. [3] In drive range. [4] '64, W/4-v carb., 250–4400; torque 352–2800.																
383 Engine	59	V8-OHV	4.30	3.30	383	280–4400	59.17	10.0	190	400–2400	500	450–475	No	Rot.	FF	4	35–50
383 engine (4 bbl. carb.)	59	V8-OHV	4.30	3.30	383	322–4600	59.17	10.0	190	420–2800	500	450–475	No	Rot.	FF	4	35–50
430 Engine	59	V8-OHV	4.30	3.70	430	345–4400	59.17	10.0	200	480–2800	—	450–475	No	Rot.	FF	4	35–50
383 Engine	60	V8-OHV	4.30	3.30	383	280–4200	59.17	8.5	160	405–2200	475–500	475–500	No	Rot	FF	4	45–55
430 Engine	60	V8-OHV	4.30	3.70	430	310–4100	59.17	10.0	160	460–2200	475–500	475–500	No	Rot	FF	4	45–55
352 V8 Engine	61–64	V8-OHV	4.00	3.50	352	220–4300	51.2	8.9	180± 20	336–2600	500–525	450–475	No	Rot.	FF	4	35–55[1,4]
390 V8 Engine	61–64	V8-OHV	4.05	3.78	390	300–4600	52.49	9.6[3]	180± 20[3]	427–2800	500–525	450–475	No	Rot.	FF	4	35–55[1,4]
223 6 cyl.	62–63	6-OHV	3.62	3.60	223	138–4200	31.54	8.4	150	203–2200	475–500	450–475[2]	No	Rot.	FF	3.5	52–62[1]
406 Engine	63	V8-OHV	4.13	3.78	406	385–5800	54.56	11.5	—	444–3400	675–700	—	No	Rot.	FF	4	40–55[4]
260 V8 Engine (U.S. prod'n.)	63	V8-OHV	3.80	2.87	260	164–4400	46.2	8.7	—	258–2200	500–525	475–500	No	Rot.	FF	3.4	35–55[4]
390 V8 Engine	64–65	V8-OHV	4.05	3.78	390	300–4600	52.49	10.1	190	427–2800	575–600	475–500	No	Rot.	FF	4	35–55[4]
352-V8	64–65	V8-OHV	4.0	3.50	352	220–4300[5]	51.2	9.3	180± 20	336–2600[5]	575–600	475–500	No	Rot.	FF	4	35–55[4]
	[1] '62, 52–62 @ 2000. [2] In drive range. [3] 1963½ models, CR 10.8, comp. pressure 190± 20. [4] Hot @ 2000 rpm. [5] '64, W/4-v carb., 250–4400; torque 352–2800.																
METEOR (to '61) (see Ford engines)																	
METROPOLITAN																	
1500	59	4-OHV	2.875	3.500	90.89	51–4250	13.22	8.3	—	81–2000	—	—	—	—	—	3.5	—
1500	60–62	4-OHV	2.875	3.5	90.89	55–4600	13.22	8.3	—	82–2400	62.5	—	No	Gear	FF	3.5	50
	[1] 8.3 after serial E43117.																
MG																	
Series A (1500 to '59)	59	4-OHV	2.875	3.50	90.84	72–5500	13.22	8.3	165	77–3500	—	—	No	Rot.	FF	4	50–70
Magnette Series ZB, III	59–61	4-OHV	2.875	3.50	90.84	68–5400	13.22	8.3	165	83–3000	—	—	No	Rot.	FF	4	50
Series A Twin Cam	59–61	4-OHC	2.968	3.50	96.91	108–6700	14.1	9.9	215	105–4500	—	—	Yes	Rot.	FF	6.5	50
MGA 1600	59–61	4-OHV	2.968	3.5	96.9	79.5–5600	14.1	8.3	165	87–3800	—	—	No	Rot.	FF	4	15–50
MGA 1600 Mk II	61–62	4-OHV	3.00	3.50	99.0	90–5500	14.1	8.9	—	97–4000	—	—	No	Rot.	FF	4	30–75
Midget	61–63	4-OHV	2.478	3.00	57.9	46.5–5500	9.8	9.0	165	52.5–2750	—	—	No	Rot.	FF	3[1]	30–60
Magnette Mk IV	62–64	4-OHV	3.00	3.5	98.94	68–5000	14.4	8.3	165	89–2500	—	—	No	Rot.	FF	3.75[2]	20–50
MGB	63–65	4-OHV	3.16	3.5	109.7	94–5500	15.98	8.8	165	106–3500	—	—	No	Rot.	FF	3.75	50–80
MG1100	63–65	4-OHV	2.543	3.296	67	55–5500	10.35	8.9	165	61–2750	—	—	No	Rot.	FF	4.25	60
Midget Mk III	64–65	4-OHV	2.543	3.296	67	59–5750	9.8	8.9	168	62–3250	—	—	No	Rot.	FF	3[1]	30–60
	[1] Add 1 pt. for filter. [2] Includes filter.																

MORRIS																		
Minor 1000	59–63	4-OHV	2.478	3.00	57.85	37–4800	9.8	8.3	150	50–2500	—	—	No	Rot.	FF	3.5	45
Oxford Series III	59	4-OHV	2.875	3.50	90.88	55–4350	13.22	8.3	165	78–2400	—	—	No	Rot.	FF	4	50
Oxford Series V, Oxford Traveller	59–61	4-OHV	2.875	3.50	90.88	55–4350	13.22	8.3	165	83–2100	—	—	No	Rot.	FF	4	50
850, 850 Traveller	60–65	4-OHV	2.478	2.687	51.79	37–5500	9.8	8.3	150	44–2900	—	—	No	[1]	FF	[4][2]	40–60
Mini Cooper[4]	62–65	4-OHV	2.458	3.202	60.85	55–6000	9.8	9	150	54–3600	—	—	No	Rot.	FF	[4][2]	30–70
Mini Super[4]	62–65	4-OHV	2.478	2.687	51.74	34–5500	9.8	8.3	—	44–2900	—	—	No	Rot.	FF	[4][2]	30–60
Oxford, Traveller, Series VI	62–65	4-OHV	3.0	3.5	98.9	61–4500	14.4	8.3	165	90–2100	—	—	No	Rot.	FF	3.5[3]	20–50
1100	63–65	4-OHV	2.54	3.296	67	48–5100	10.35	8.5	165	60–2500	—	—	No	Rot.	FF	4.25	60
Minor 1000	64	4-OHV	2.543	3.296	67	48–5100	9.8	8.5	150	60–2500	—	—	No	Rot.	FF	3.5	45

[1] Eccentric vane. [2] Includes transmission but not filter. [3] Add 1 pt. for filter. [4] Special version of 850.

NSU																		
Prinz I, II	60–61	2-OHC[1]	2.95	2.598	35.6	24–4600	—	6.8	—	30–2250	600	—	No	Gear	FF	[1.6][2]	—
Sport Prinz	60–65	2-OHC[1]	2.95	2.598	35.6	36–5500	—	7.6	—	—	600	—	No	Gear	FF	[1.6][2]	—
Prinz 4	62–65	2-OHC	2.99	2.59	36.4	36–5500	—	7.5	—	—	—	—	—	—	—	—	—

[1] Air cooled. [2] Includes transmission and final drive oil.

OLDSMOBILE																		
88 (Series 32)	59	V8-OHV	4.00	3.687	371	270–4600[1]	51	9.75	—	390–2800	460	460	No	Gear	FF	3	35–45
Super 88, 98 (Series 35, 38)	59–60	V8-OHV	4.125	3.687	394	315–4600	54	9.75	—	435–2800	460	460	No	Gear	FF	3	35–45
88	60	V8-OHV	4.00	3.687	371	240–4400[2]	51	8.75[2]	—	375–2400[2]	460	460	No	Gear	FF	3	35–45
F85	61–63	V8-OHV	3.5	2.8	215	155–4800[6]	39.2	8.75[10]	—	210–3200[6]	550	500	Yes	Gear	FF	3	35–45[11]
88, Super 88, 98, Starfire	61	V8-OHV	4.125	3.6875	394.1	250–4200[8]	54	8.75[4]	—	405–2400[5]	550	500	No	Gear	FF	3	35–45
88, Super 88, 98, Starfire	62–63	V8-OHV	4.125	3.6875	394.1	280–4400[7]	54	8.75[8]	—	430–2400[5 9]	550	500	No	Gear	FF	3	35–45
F-85 Jetfire	63	V8-OHV	3.5	2.8	215	215–4600	39.2	10.25	—	300–3200	600	600	Yes	Gear	FF	3	30
F-85 V6	64–65	V6	3.75	3.40	225	155–4400	33.75	9.0	—	225–2400	550[14]	550[14]	No	Gear	FF	3	33
F-85 V8, Jetstar 88	64	V8-OHV	3.9375	3.385	330	230–4400[12]	49.6	9.0[12]	—	325–2400[12]	600	500	No	Gear	FF	3	33
Dynamic 88, Super 88, Starfire, 98	64	V8-OHV	4.125	3.6875	394	280–4400[13]	54	10.25[13]	—	430–2400[13]	550	500	No	Gear	FF	3	35–45
F85 V8, Deluxe W/2-bbl. carb.	65	V8-OHV	3.94	3.38	330	250–4800	49.6	9.0	—	335–2800	600	500	No	Gear	FF	3	33
F85 V8 Cutlass & Jetstar 88 W/4-bbl. carb.	65	V8-OHV	3.94	3.38	330	315–5200[15]	49.6	10.25	—	360–3600	600	500	No	Gear	FF	3	33
F85 V8 4-4-2	65	V8-OHV	4.0	3.975	400	345–4800	51	10.25	—	440–3200	600	550	No	Gear	FF	3	30–45
Jetstar I, Starfire, Delta 88 & 98	65	V8-OHV	4.125	3.975	425	370–4800	57.8	10.50	—	470–3200	550	500	No	Gear	FF	3	30–45
Dynamic 88, Delta 88 & 98 W/4-bbl. carb.	65	V8-OHV	4.125	3.975	425	360–4800	57.8	10.25	—	470–3200	550	500	No	Gear	FF	3	30–45
Dynamic 88, Delta 88 W/2-bbl. carb.	65	V8-OHV	4.125	3.975	425	310–4400	57.8	10.25	—	450–2400	550	500	No	Gear	FF	3	30–45

[1] 300–4600 with 4 bbl. carb. [2] With optional prem. fuel engine, 260-4400, 9.75, 390–2400.
[3] 88 with 2 bbl. carb.; with 4 bbl., 275–4400; Super 88 and 98, 325–4600. [4] 88 with 4 bbl. carb.; Super 88 and 98, 10.1.
[5] 4 bbl. carb., 415–2400; Super 88 and 98, 435–2800. [6] With 4 bbl. carb., hp 185–4800, CR 10.25, torque 230–3200.
[7] 2 bbl. carb; 4 bbl., 330–4600; 88 (reg. fuel) 260–4400. [8] 88 (reg. fuel); Super 88 and 98, 10.1, Starfire 10.5, others 10.25.
[9] 88 with 2 bbl. carb.; Starfire 440–3200; 88 (reg. fuel) 410–2400; others 440–2800.
[10] With 4 bbl. carb. auto. trans., 10.75; manual, 10.25. [11] '63s, 30 @ 2400 rpm.
[12] F-85 w/2 bbl. carb., Jetstar 88 w/2 bbl., hp 245–4600, CR 10.25, torque 345–2400. F-85 & Jetstar 88 w/4 bbl., hp 290–4800, torque 355–2800.
[13] Super 88, 98 series, hp 330–4600, torque 440–2800; Jetstar I, 98 Custom Sports Cpe., hp 345–4800, CR 10.5, torque 440–3200.
[14] '64, 600. [15] Jetstar 88 W/2-bbl. carb., 260–4800; torque 355–2800.

PANHARD																		
PL 17, PL 17 Tiger	60–63	2-OHV[1]	3.35	2.95	51.9	50–6300[2]	5	7.25	—	48–	900	—	Yes	Gear	—	1.9	28.5

[1] Horizontally opposed, air cooled. [2] Tiger; std. model, 42 @ 5300.

PEUGEOT																		
All 403	59–63	4-OHV	3.149	2.874	91.75	65–4900	—	7	—	74.5–2500	500	—	Yes	Gear	—	3.5	21
All 404	61–65	4-OHV[1]	3.31	2.87	98.7	72–5400	—	7.4	120	95–2250	650	—	Yes	Gear	FF	3.5	21
403	64–65	4-OHV	3.15	2.87	89.6	65–4900	—	7.3	120	85–2500	550	—	Yes	Gear	FF	3.5	21
403/7	64–65	4-OHV	2.95	2.87	78.69	54–4500	—	7.3	120	68–2500	550	—	Yes	Gear	FF	3.5	21

[1] Inclined at 45 deg.

PLYMOUTH																		
MP1	59	6-L	3.44	4.50	250.6	132–3600	28.4	7.7	100–130	212–200	450–500	450–500	Ex	Rot.	None	4	40–45
MP2	59	V8-OHV	3.88	3.31	313	220–4400	48.0	8.5	125–165	325–4400	450–500	450–500	No	Rot.	Sh	4	50–65
PP1, RP1, SP1, TP1, VP1, AP1	60–65	6-OHV[5]	3.40	4.13	225	145–4000	27.7	8.6[4]	130–160	215–2800[11]	530–560[5]	475–500[5]	No	Rot.	FF	3.25[11]	40–65

BP—By pass. FF—Full flow. Sh—Shunt type.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression		Max. Torque (ft. lbs. @ rpm)	Idle Speed (rpm)		Valve Seat Inserts	Engine Lubrication			
								Ratio (To 1)	Pressure		Conv. & OD Trans.	Auto. Trans.		Oil Pump Type	Oil Filter System	Crank-case Refill (Qts.)	Normal Oil Pres.
PLYMOUTH—Continued																	
PP2, RP2, SP2, TP2, VP2	60–64	V8-OHV	3.88	3.31	313	225-4400	48.17	9.0	125–165	330–2800	450–500[9]	450–500[9]	No	Rot.	Sh[12]	3.5	40–65
PP2, RP2, SP1 (Opt. Engine)	60–62	V8-OHV	4.13	3.38	361	305–4600[6]	54.3	10.0[7]	150–180	400–2800[8]	450–500[9]	450–500[9]	No	Rot.	FF	4	45–65
TP2, TP2-P[1], VP2, VP2-P[1]	63–64	V8-OHV	4.25	3.38	383	330–4600	57.8	10.0	130–165	425–2800	500	500	No	Rot.	FF	4	45–65
AP2 318 V8	65	V8-OHV	3.91	3.31	318	230–4400	48.9	9.0	125–165	340–2800	500	500	No	Rot.	FF	3.25	45–65
AP2 383 V8 (optional)	65	V8-OHV	4.25	3.38	383	325–4600	57.8	10.1	130–165	425–2400	500	500	No	Rot.	FF	3.25	45–65
AP2 413 V8 (optional)	65	V8-OHV	4.19	3.75	413	360–4800	55.9	10.1	130–165	470–3200	500	500	No	Rot.	FF	3.25	45–65

[1] Not built or sold in Canada. [2] Auto. Trans., 7.7. [3] 30 deg. slant. [4] RP1, 8.2, VP1, 8.4. [5] RP1, VP1, 550. [6] RP2, 275–4400. [7] RP2, 9.0. [8] RP2, 395–2800. [9] RP2, VP2, 500; SP2, 550. [11] VP1, 215–2400, 3.5 qts. [12] VP2, FF.

PONTIAC

(Canadian Prod'n)

7000 (283 V8)	59–62	V8-OHV	3.875	3.00	283	185–4600[7]	48	8.5	150[10]	275–2400[8]	475	450	No	Gear	FF	3	35
7000 (283 V8, 4 bbl. carb.)	59–61	V8-OHV	3.875	3.00	283	230-4800	48	9.5	150[10]	300–3000	475	450	No	Gear	FF	3	35
7000 (348 V8)	59–61	V8-OHV	4.125	3.25	348	250–4400[1]	54.6	9.5	150	55–2800[2]	475	450	No	Gear	FF	3	35
7000 (6 Cyl.)	59	6-OHV	3.75	3.94	261	150-4000	33.7	8.25	130	35–2000	475	450	No	Gear	FF	4	35
7000 (6 Cyl.)	60–62	6-OHV	3.75	3.94	261	150–3800	33.7	8.5	130	230–2000	475	450	No	Gear	—	4	35
7000, 75000 (6 cyl.)	63–65	6-OHV	3.875	3.25	230	140–4400	36	8.5	140[4]	220–1600	500	475[5]	No	Gear	FF	3	35
7000, 75000 (283 V8, 2-bbl. carb.)	63–65	V8-OHV	3.875	3.00	283	195–4800	48	9.25	150	285–2400	500	475[5]	No	Gear	FF	3	35
7000, 75000 (327 V8, 4-bbl. carb.)	62–65	V8-OHV	4.0	3.25	327	250–4400[6]	51.2	10.5	160	350–2800[3]	500	475[5]	No	Gear	FF	3	45
7000, 75000 (409 V8, Roch. 4GC carb.)	63–65	V8-OHV	4.3125	3.50	409	340–5000[3]	59.5	10.0	150	420–3200[3]	500	475	No	Gear	FF	3[9]	50[9]
7000, 75000 (large alum. 4-bbl. carb.)	65	V8-OHV	4.3125	3.50	409	400–5800	59.5	11.0	160	425–3600	700	—	No	Gear	FF	3	50

[1] With 3 x 2 bbl. carbs., 280–4800. [2] With 3 x 2 bbl. carbs., 355–3200; '61, 335–3600. [3] '63–'64 W/2 x 4-bbl. carbs., 425–6000; torque, 425–4200. [4] '63–'64, 130. [5] '63–'64, 500. [6] W/AFB 4-bbl. aluminum carb., 300–5000; torque 360–3200. [7] '60 and '61, 170–4200. [8] '60 and '61, 275–2200. [9] '63–'64, 4, oil pressure 45. [10] 140 in '61.

U.S. Prod'n)

(21, 23, 24, 25, 2600 (2 bbl., ST)	60–63	V8-OHV	4.062	3.75	389	215–3600	52.8	8.6	145	394–2000	490	—	No	Gear	FF	4	30–40
21, 23, 24, 2600 (2 bbl., AT)	60–63	V8-OHV	4.062	3.75	389	283–4400	52.8	10.25	160	418–2800	—	490	No	Gear	FF	4	30–40
23, 25, 26, 27, 2800 (4 bbl., ST)	60–62	V8-OHV	4.062	3.75	389	281–4400[15]	52.8	8.6	145	407–2800[15]	490	—	No	Gear	FF	4	30–40
27, 2800 (4 bbl carb, Auto Trans)	60	V8-OHV	4.062	3.75	389	303–4600	52.8	10.25	160	425–2800	—	490	No	Gear	FF	4	30–40
All Series (425A Engine)	60–62	V8-OHV	4.062	3.75	389	333–4800[9, 16]	52.8	10.75	—	425–2800[10]	490	490	No	Gear	FF	4	30–40
23, 25, 26, 27, 2800 (2 bbl., AT)	61	V8-OHV	4.06	3.75	389	230-4000	52.8	8.6	145	380–2000	—	480–500	No	Gear	FF	3	30–40
23, 2500 (2 bbl., 3sp. AT)	61–62	V8-OHV	4.06	3.75	389	267-4200	52.8	10.25	160	405–2400	—	480–500	No	Gear	FF	3	30–40
23, 26, 27, 28, 29 (4 bbl., 4sp AT & SM)	61–63	V8-OHV	4.06	3.75	389	303–4600[1]	52.8	10.25	160	425–2800[7]	—	480–500	No	Gear	FF	3	30–40
23, 26, 27, 28, 29 w/3-2 bbl. carbs.	62–64	V8-OHV	4.06	3.75	389	318–4600[2]	52.8	10.75	160	430–3200	480–500	480–500	No	Gear	FF	3	30–40
23, 2500 (4 bbl., 3sp. AT)	61	V8-OHV	4.06	3.75	389	287–4400	52.8	10.25	160	417–2400	—	480–500	No	Gear	FF	3	30–40
All Series, 421 V8 (4 bbl. carb.)	63–64	V8-OHV	4.093	4	421	353–5000[8]	53.6	10.75	160	455–3400 [8]	490	490	No	Gear	FF	3	30–40
Std. 389 Engine (23, 26 w/SM trans)	64	V8-OHV	4.06	3.75	389	235–4000[11]	52.8	8.6	150	386–2000[11]	490	490	No	Gear	FF	3	30–40
High comp. 389 Engine (SM trans)	64	V8-OHV	4.06	3.75	389	306–4800[12]	52.8	10.5	160	420–2800	490	490	No	Gear	FF	3	30–40
389 V8, Std. trans., 252, 256 Series	65	V8-OHV	4.06	3.75	389	256–4600	52.8	8.6	155	388–2400	580–600	—	No	Gear	FF	4	30–40
389 V8, Std. trans., 262, 266 Series	65	V8-OHV	4.06	3.75	389	333–5000	52.8	10.5	170	429–3200	580–600	—	No	Gear	FF	4	30–40
389 V8, Auto. trans., all series	65	V8-OHV	4.06	3.75	389	290–4600[13]	52.8	10.5	170	418–2400[13]	—	480–500	No	Gear	FF	4	30–40
421 V8, W/4-bbl. carb.	65	V8-OHV	4.093	4.0	421	338–4600[14]	53.6	10.5[14]	170	459–2800[14]	580–600	580–600	No	Gear	FF	4	45–50

[1] '63 W/Std. trans. hp 235–3600, CR 8–6, CP 145–150. [2] '63, 313–4600, torque 430–3500. [7] '63 W/std. trans. 407–2000; W/auto trans. 430–2800. [8] W/3 x 2 bbl. carb. hp 370–5200; torque 460–3800; '64 w/4 bbl. carb., hp 320–4400, torque 455–2800. [9] 4 bbl. carb.; with 3 x 2 bbl., 345–4800. [10] '60 with 3 x 2 bbl. carbs., 425–3200; '61 with 4 bbl., 425–2800; with 3 x 2 bbl., 430–3200. [11] W/4 sp. trans., 283–4400, torque 418–2800 [12] W/AT, hp ratings 267–4200 (23, 26 series; 303–4600 (all w/4 bbl. carb.). [13] 252, 256 Series; 262, 266 Series, 325–4800, torque 429–2800; 252 Series W/3 x 2 bbl. carb., 338–4800, torque 433–3600. [14] W/3 x 2 bbl. carb., 356–4800, torque 459–3200, comp. 10.75. [15] '61, HP 235–3600; torque 402–2000, [16] '61, with 4 bbl carb., 333–3800; 3 x 2 bbl. carb., 348–4800

Tempest (in line 4)	61–63	4-OHV	4.0625	3.75	195	110–3800[1]	26.4	8.6[1]	145	190–2000[14]	680–700	580–600	No	Gear	FF	3	30–40
Tempest (V8)	61–62	V8-OHV	3.5	2.8	215	155–4400[2]	39.2	8.8[2]	160	220–2200[2]	590	590	Yes	Gear	FF	3	30–40
Tempest (326 V8)	63	V8-OHV	3.72	3.75	326	260–4800	44.3	10	—	352–2800	600	500	No	Gear	FF	3	30–40
Tempest 6 Cyl.	64–65	6-OHV	3.75	3.25	215	140–4200	33.75	8.6	140	206–2000	580–600	480–500	No	Gear	FF	3	30–45
Tempest (326 V8)	64–65	V8-OHV	3.72	3.75	326	250–4600[3]	44.3	8.6[3]	140–160[3]	333–2800[3]	580–600	480–500	No	Gear	FF	3	30–40
Tempest GTO 389 V8	65	V8-OHV	4.06	3.75	389	335–5000[4]	52.8	10.75	170–190	431–3200[4]	580–600	480–500	No	Gear	FF	3	30–40

W/10.25 CR, hp 120–3800, torque 204–2000; W/AT hp 140–4400, torque 209–2200; W/4 bbl. carb. hp 155–4800, torque 230–2500; '63 W/4 bbl. carb. hp 166–4800, torque 217–2800. [2] '62 W/10.25 CR, hp 185–4800, torque 230–2500.
[3] '64 High output eng., 280–4800, CR 10.5, pressure 170–190, torque 355–3200; '65 high output eng., 285–5000, CR 10.5, pressure 170–190, torque 359–3200; '65 standard eng., CR 9.2, pressure 150–170. [4] W/3-carb., 360–5200, torque 424–3600.

PORSCHE

356A, 356B (1600 Engine)	59–65	4-OHV[1]	3.25	2.91	96.5	70–4500	—	7.5	—	81.2–2800	600–800	—	Yes	Gear	BP	4.4	—
356A, 356B, 356C (1600 Super Engine)	59–65	4-OHV[1]	3.25	2.91	96.5	88–5000[2]	—	8.5[2]	—	86.2–3700	700–800	—	Yes	Gear	BP	4.4	—
911	65	6-OHC[1]	3.15	2.60	121.5	148–6100	23.9	9.1	—	140–4300	700–800	—	Yes	Gear	FF	9.0	—

[1] Horizontally opposed, Air cooled. [2] 356C optional engine, 107 hp, 9.5 comp. ratio.

RAMBLER

American 01 W/L-head 6-Cyl.	59–65	6-L	3.125	4.25	195.6	90–3800	23.44	8.0	145	150–1600[4]	550	475[6]	No	Gear	BP[1]	3.2[1]	50
Rambler 10 Series, American Custom[7]	59–64	6-OHV[5]	3.125	4.25	195.6	127–4200[2]	23.44	8.7	145	180–1600	550	475[6]	No	Gear	BP[8]	3.2[8]	55
Rebel V8, 20 Series	59	V8-OHV	3.50	3.25	250	215–4900	39.2	8.7	145	260–2500	550	425	No	Gear	FF	3.2	55
Ambassador V8, 80 Series	59	V8-OHV	4.00	3.25	327	270–4700	51.2	9.7	145	360–2600	425	475	No	Gear	FF	3.2	55
Rebel and Classic V8s, 20 Series	60–61	V8-OHV	3.5	3.25	250	200–4900[3]	39.2	8.7	145	245–2500[3]	550	425	No	Gear	FF	3.2	55
Ambassador V8, 80 Series	60–64	V8-OHV	4.0	3.25	327	250–4700[3]	51.2	8.7[3]	145	340–2600[3]	425[6]	475	No	Gear	FF	3.3	55
Ambassador, Classic (287 V8)	64–65	V8-OHV	3.75	3.25	287	198–4700	45	8.7	145	280–2600	550	475	No	Gear	FF	3.3	55
American 01, Classic 10 199 6-Cyl.	65	6-OHV	3.75	3.0	199	128–4400	33.75	8.5	145	182–1600	550	500	No	Gear	FF	3.3	50
American, Classic, Ambassador, 232 6-Cyl.	65	6-OHV	3.75	3.5	232	145–4300[9]	33.75	8.5	145	215–1600[9]	550	500	No	Gear	FF	3.3	50
Ambassador 80 327-V8	65	V8-OHV	4.0	3.25	327	270–4700	51.2	9.7	145	360–2600	425	475	No	Gear	FF	3.3	55

[1] '62, partial flow, c/case 3.5. [2] 138 bhp @ 4500 and 185 ft. lb. @ 1800 with optional Carter WCD 2 bbl. carb.
[3] Optional engine specs. same as '65 327 V8. [4] 160–1600 in '61, '62, '63. [5] '61, '62, '63, 10 series (Cdn. prod'n) have die-cast aluminum engine block.
[6] '62, 63', 550 rpm. [7] Also Classic '62, '63,' 64. [8] FF in '62, c/case 3.5. [9] W/optional Carter WCD 2-bbl. carb., 155–4400, torque 222–1600.

RENAULT

Dauphine, Estafette (850 cc. eng.)	59–63	4-OHV[1]	2.283	3.1496	51.54	32–4250	5	8	150	50–2000	600	—	Yes	Gear	[4]	2.2	34
Caravelle, Gordini (850 cc. eng.)	60–63	4-OHV[1]	2.283	3.149	51.54	40–5000	5	8	150	47–3300	600	—	Yes	Gear	[4]	2.2	34
Caravelle "S" and "4"	63	4-OHV[1]	2.56	2.83	58.2	51–5500	5	9.5	180	54–3500	550	—	Yes	Gear	[4]	2.5	45
R4 (747 cc. eng.)[2]	62–63	4-OHV	2.14	3.16	45.5	26–4500	4	8.5	150	40–2000	550	—	Yes	Gear	[4]	2.2	34
R8 (956 cc. eng.)	63–65	4-OHV[1]	2.55	2.83	58.4	48–5200	5	8.5	160	55–2500	550	—	Yes	Gear	[4]	2.5	45
R8, Caravelle (1108 cc. eng.)	64–65	4-OHV[1]	2.756[5]	2.835	67.61	50–4900[5]	—	8.5	—	65–2500	550	—	Yes	Gear	—	2	—

[1] Rear mounted [2] '64 version, 845 cc. engine, 32 hp. [3] Caravelle "1100", hp 55–5100. [4] Bypass filter on '62s and '63s, except Estafette and R4.
[5] Removable sleeve liners.

RILEY

4/Sixty Eight, One-Point-Five	59–61	4-OHV	2.875	3.50	90.88	68–5400	13.22	8.3	165	83–3200	—	—	No	Rot.	FF	4	**50**
2.6	59	6-OHV	3.125	3.50	161	101–4500	23.44	8.3	165	141–2500	—	—	No	Rot.	FF	5.75	50
4/72	62–65	4-OHV	3.00	3.50	98.9	68–5000	14.4	8.3	165	89–2500	—	—	No	Rot.	FF	3.75	20–50

ROVER

75	59	6-OISE	2.875	3.5	136.0	80–4500	19.85	7.2	155	113–1750	400–450	—	Yes	Gear	FF	7.5	55–65
90	59	6-OISE	2.875	4.13	161	93–4500	19.85	7.5	160	138–1750	400–450	—	Yes	Gear	FF	7.5	55–65
105R, 105S	59	6-OISE	2.875	4.134	161	108–4250	19.83	8.5	180	152–2500	400–450	600	Yes	Gear	FF	7.5	55–65
3-litre, Mk I, IA, II	59–65	6-OISE	3.063	4.134	182.7	115–4500[1]	—	8.75[1]	200	164–1500[1]	500	450	Yes	Gear	FF	5	55–65
100	60–64	6-OISE	3.063	3.625	160.3	104–4750	—	7.8	185	138–1500	500	—	Yes	Gear	FF	7.5	55–65
2000	65	4-OHC	3.375	3.375	120.8	90–5000	18.2	9	200	113.5–2750	600	—	Yes	Rot.	FF	4	50–60

OISE—Overhead Inlet, Side Exhaust. [1] Mk II w/auto. trans hp 129–4750, comp. ratio 8;1, torque 161–3000.

SIMCA

Aronde, Flash engine	59–60	4-OHV	2.91	2.95	78.7	50–4800	13.55	6.8	—	65–2800	—	—	—	Rot.	FF	4.37	30–43[1]
Aronde, (Flash Special engine)	59–60	4-OHV	2.913	2.953	78.7	60–5200	13.55	7.8	—	66.5–3000	—	—	Yes	Rot.	FF	4.37	30–43[1]
Vedette	59–60	V8-L	2.60	3.37	143.46	84–4800	21.63	7.2	114–121	112–2600	—	—	No	Gear	—	3.8	50–64

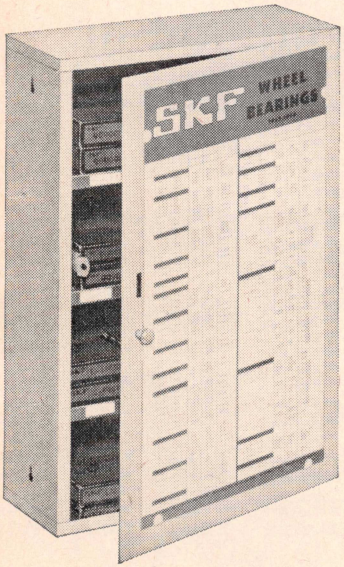
BP—By pass. FF—Full flow. Sh—Shunt type.

ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression		Max. Torque (ft. lbs. @ rpm)	Idle Speed (rpm)		Valve Seat Inserts	Engine Lubrication			
								Ratio (To 1)	Pressure		Conv. & OD Trans.	Auto. Trans.		Oil Pump Type	Oil Filter System	Crank-case Refill (Qts.)	Normal Oil Pres.
SIMCA—Continued																	
Aronde (Rush engine)	61	4-OHV	2.91	2.95	78.7	52-4900	13.55	7.8	—	69.4-2500	650	—	—	Gear	FF[2]	4.37	47–50
Simca "5" (Rush Super engine)	62	4-OHV	2.91	2.95	78.7	65–	13.55	8.5	—	73.7-2600	—	—	—	—	—	—	—
1000	63–65	4-OHV	2.67	2.55	57.6	50–5200	11.4	8.2	—	54–2800	600	—	Yes	Gear	FF[2]	2.0	57[3]
	[1] At 1500 rpm. [2] Centrifugal filter on vibrating damper. Service every spring and fall. [3] At 3000 rpm.																
SINGER																	
Gazelle Series III	59	4-OHV	3.11	3.00	91.2	60-4500	15.5	8.5	180	82.9-2300	600-700	—	Yes	Rot.	FF	4	30–50
Gazelle Series IIIA, IIIB	60–61	4-OHV	3.11	3.00	91.16	63.5–4600	15.5	8.5	175–185	82.6–2600	600	600	No[1]	Rot.	FF	3.5	30–50
	[1] Available for service.																
SKODA																	
440, Octavia, Octavia Super	59–60	4-OHV	2.67	2.95	66.63	40–4200[3]	11.49	7	—	54–3500	—	—	No	Gear	BP	2.55	35–43
445, 1201	59	4-OHV	2.828	2.95	73.26	45-4200	12.81	7[1]	—	64–2500	—	—	No	Gear	BP	2.55	35–43
450, Felicia	59–60	4-OHV	2.67	2.95	66.63	50–5500[2]	11.49	8.4	—	54–3500	—	—	No	Gear	BP	2.55	35–43
Octavia	61–64	4-OHV	2.67	2.95	66.63	43-4500	11.49	7.5	124	54–3000	—	—	No	Gear	BP[4]	2.55	43
Touring Sport, Felicia	61–64	4-OHV	2.67[5]	2.95	66.63[5]	50-5500	11.49	8.4	160	55–3500	—	—	No	Gear	BP[4]	3.08	50
Octavia Super (to '64), Octavia Combi	61–65	4-OHV	2.828	2.95	73.26	47–4500	12.81	7.5	132	63–3000	—	—	No	Gear	BP[4]	2.55	43
1000 MB	65	4-OHV	2.677	2.677	60.26	45–4650	11.87	3.3	150	53.5–3000	—	—	No	Gear	BP	3	43
	[1] 8 to 1 available. [2] Felicia, 53–5600. [3] Octavia, 43–4600; Super, 47–4600 [4] Felt tube [5] '63, 2.84; displ. 73.26 cu. in.																
STANDARD																	
Vanguard, Ensign	59–62	4-OHV	3.347	3.622	127.6	70–4200	17.96	7.5	130	113–2000	550	—	No	Rot.	BP	5.25	75
Vanguard Six	61–62	6-OHV	2.94	2.992	121.8	80–4400	20.8	8	125	132–2400	600	600	No	Rot.	FF	4.75	45–55
STUDEBAKER																	
Lark VI, Hawk[9]	59–60	6-L	3.0	4.0	170	90–4000	21.6	8.3	140	145–2000	550	550	No	Gear	BP	4.2	20–40
Lark VIII,[3] Hawk V8[10], Comm., Daytona	59–64	V8-OHV	3.56	3.25	259.2	180–4500[8]	40.6	8.8[11]	150	260–2800[8]	550	550	No	Gear	BP[2]	4.2	20–40[4]
Hawk V8, Cruiser	60–64	V8-OHV	3.562	3.625	289	210–4500	40.6	8.5	150	300–2800	550	550	No	Gear	BP[2]	4.2	20–40[4]
Lark VI[5], Commander, Daytona	61–64	6-OHV	3.0	4.0	170	112–4500	21.6	8.5[12]	150	154–2000	550	550	No	Gear	BP[2]	4.2	20–40[4]
Avanti V8	63–64	V8-OHV	3.562	3.625	289	—	40.6	10.25[13]	190[1]	—	650	650	No	Gear	FF	4.2	30
Commander & Cruiser 6-Cyl.	65	6-OHV	3.562	3.25	194	120–4400	30.5	8.5	130	177–2400	500	500	No	Gear	FF	3.3	35
Commander, Cruiser, Daytona V8	65	V8-OHV	3.875	3.0	283	195–4800	48.1	9.25	150	285–2400	500	500	No	Gear	FF	3.3	35
	[1] Supercharged eng., 165. [2] '63-'64, FF. [3] Lark designation to '63 only. [4] '64 models, 45 lbs. @ 2000 rpm. [8] 195 BHP @ 265 lb. ft. @ 3000 with optional 4 bbl. carb. & dual exhausts. [9] 6 cyl. Hawk in '59 only. [10] '59 Hawk V8 only. [11] 8.5 in '60 & '62; '64, CR 8.25. [12] '62-'63, CR 8.25; '64, CR 8.0. [13] Supercharged, 9:1																
SUNBEAM																	
Rapier Series II	59	4-OHV	3.11	3.00	91.2	73–5200	—	8.5	171	81–3000	600	—	No[1]	Rot.	FF	4[2]	30–50
Rapier Series III	60	4-OHV	3.11	3.00	91.2	78–5400	15.5	9.2	185–200	83-3500	750–850	—	Yes	[3]	FF	4[2]	30–50
Alpine Series I	60	4-OHV	3.11	3.00	91.2	83.5–5300	15.5	9.2	185–200	89.5–3600	750–850	—	Yes	[3]	FF	4[2]	30–50
Alpine Series II, III. Rapier Series IIIA	61–63	4-OHV	3.21	3.00	97.1	85.5–5000[4]	16.5	9.1	165–175[5]	94-3800[4]	750–850	—	Yes	Rot.	FF	4[2]	55–65[7]
Alpine IV, Rapier IV	64–65	4-OHV	3.21	3.00	97.1	87.7–5000[6]	16.5	9.1	185–195	93.4–3500[6]	750–850	—	Yes	Rot.	FF	4[2]	55–65[7]
Imp Sedan	64–65	4-OHC	2.67	2.37	53.4	42–5000	—	10	185–200	52–2800	700	—	Yes	Rot.	FF	2.75[2]	50[7]
Minx Deluxe Sedan	65	4-OHV	3.21	3.0	97.1	62–4400	16.4	8.3	165–175	86.3–2500	600	600	No[1]	Rot.	FF	4[2]	40–50[7]
Tiger 260	65	V8-OHV[8]	3.80	2.87	260	164–4400	46.2	8.8	150± 20	258–2200	600	—	No	Rot.	FF	4.25[2]	30–50[9]
	[1] Available for service. [2] Including filter. [3] Eccentric lobe. [4] '62 Rapier IIIA, hp 80–5100, torque 88–3900; '63 Alpine III, 87.7–5200 (GT, 80–5000); torque 93–3600 (GT, 92–3600). [5] Alpine III, 185–195. [6] Alpine; Rapier 84–5000, torque 91–3500. [7] Hot, at 50 mph. [8] Ford engine. [9] Hot, at 2000 rpm.																
THUNDERBIRD																	
352 Engine	59–60	V8-OHV	4.00	3.50	352	300–4600	51.2	10.2[3]	180	395–2800[4]	475–500	475–500	No	Rot	FF	4	45–50
430 Engine (optional)	59–60	V8-OHV	4.30	3.70	430	345–4400[5]	59.17	10	180	480–2800[6]	425–500	450–475	No	Rot	FF	4	35–50

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ENGINE — GENERAL

MAKE & MODEL	YEAR	No. of Cyls. & Style	Bore	Stroke	Cu. In. Disp.	Rated Brake HP @ rpm	Taxable HP	Compression Ratio (To 1)	Compression Pressure	Max. Torque (ft. lbs. @ rpm)	Idle Speed (rpm) Conv. & OD Trans.	Idle Speed (rpm) Auto. Trans.	Valve Seat Inserts	Engine Lubrication Oil Pump Type	Engine Lubrication Oil Filter System	Engine Lubrication Crank-case Refill (Qts.)	Engine Lubrication Normal Oil Pres.
THUNDERBIRD—Continued																	
390 Engine	61–64	V8-OHV	4.05	3.78	390	300–4600[7]	52.49	9.6[7]	170–210	427–2800[7]	575–600	475–500[9]	No	Rot.	FF	4	35–55[8]
390 Engine	65	V8-OHV	4.05	3.78	390	300–4600	52.49	10.1	190	427–2800	—	475–500[9]	No	Rot.	FF	4	52–62
	[2] Two 4 bbl. carbs., 270–4800; special cam, 285–5200. [3] 9.6 in '59 and '60. [4] 380–2800 in '59 and '60 [5] 350–4600 in '60 [6] 490–2800 in '60. [7] '62, '63 optional CR 10.5, hp 340–5000, torque 430–3200, '64, CR, 10.1:1. [8] '62, '63, 52–62 @ 2000 rpm. [9] In drive range.																
TRIUMPH																	
TR3	59–62	4-OHV	3.268	3.622	121.5	100–5000	17.1	8.5	130	117–3000	—	—	No	—	FF	5	75
Pennant, Sedan, Estate Wagon	59–61	4-OHV	2.480	2.992	57.8	37–5000	9.9	8	120	50–2700	500	—	No	Rot.	BP	3.5	40–60
Herald Sedan	59–62	4-OHV	2.480	2.992	57.8	40–4500	10	8	100	48–2750	—	—	No	Rot.	BP	3.5	50
Herald coupe, convertible	59–62	4-OHV	2.480	2.992	57.8	52–6000	10	8.5	128	49–3000	—	—	No	Rot.	BP	3.5	50
TR4, TR4A	62–65	4-OHV	3.386	3.622	130.5	105–4750[1]	18.3	9	135	128–3350	—	—	No	Rot.	FF	5	75
Herald 1200, Sedan and Conv.	63–65	4-OHV	2.728	2.992	70	43–4500[2]	11.9	8[2]	—	61–2250	500	—	No	Rot.	FF	3.5	60
Spitfire 4 and Mk. II	63–65	4-OHV	2.728	2.992	70	63–5750[3]	11.9	9	—	67–3500	650	—	No	Rot.	FF	3.5	60
Sports Six	63–65	6-OHV	2.628	2.992	97.39	70–5000	16.1	8.75	—	91–2800	600	—	No	Rot.	FF	3.5	45
2000	64–65	6-OHV	2.94	2.992	122	90–5000	20.8	8.5[4]	—	145–2900	600	500	No	Rot.	FF	3.5	40–60
	[1] TR4A, 109–4700. [2] '65 Herald 12/50, 51–5200, CR8.5. [3] Mk. II, 67–6000. [4] '65, 9.1.																
VALIANT																	
All 170 6 Cyl. Engines	60–65	6-OHV[1]	3.40	3.125	170	101–4400	27.7	8.5[2]	130–160[5]	155–2400	550	550	No	Rot.	FF	3.25[5]	40–65
All 225 6 Cyl. Engines (optional)	62–65	6-OHV[1]	3.4	4.125	225	145–4000	27.7	8.2[6]	130–160	215–2800[6]	550	550	No	Rot.	FF	3.25[6]	40–65
All 273 V8 (VVX2, VV2[4], AV2, AL2)	64–65	V8-OHV	3.63	3.31	273	180–4200[7]	42.2	8.8[7]	120–150	260–1600[7]	500	500	No	Rot.	FF	3.5	45–65
	[1] 30 deg. slant. [2] RV1, SV1, TV1, 8.2. [4] Not built or sold in Canada. [5] TV1, VVX1, VV1, 110–140; c'case, 3.5 qt. [6] VV1, VVX1, CR, 8.4, torque 215–2400, 3.5 qt., all '65, 215–2400. [7] Opt., 235–5200, CR 10.5, torque 280–4000.																
VAUXHALL																	
Victor, Envoy, CA and EA vans	59–61	4-OHV	3.126	3.00	92	54.8–4200	15.63	7.8	125[1]	84.5–2400	450–500	—	No	Gear	BP	3	25–35
Velox, Cresta	59–60	6-OHV	3.126	3.00	138	82.5–4400	23.44	7.8	125	124–1800	450–500	—	No	Gear	BP	4	25–35
Velox, Cresta	61–64	6-OHV	3.25	3.25	162	113–4800	25.35	8.1	150–160	148–2400	450–500	450–500	No	Gear	BP	4.5	25–35
Victor, Envoy, CA and EA vans	62–63	4-OHV	3.126	3.00	92	56.3–4600	15.63	8.1	150–160	85.6–2200	400–450	—	No	Gear	BP	3	25–35
Viva, Epic	64–65	4-OHV	2.925	2.40	64.5	50–5200	13.69	8.5	125	62.3–3000	500–550	—	No	Gear	FF	2.5	35–45
Victor, Envoy	64–65	4-OHV	3.124	3.00	97.4	70–4800[2]	16.5	8.5	125	94.2–2800[2]	550–600	—	No	Gear	BP	3	35–45
	[1] '61, 159–160. [2] '64 HP 69–4800, torque 93.1–2800.																
VOLKSWAGEN																	
1200 Sedan, Karmann Ghia	59–60	4-OHV[1]	3.031	2.52	72.74	36–3700	14.7	6.6	100–121	56–2000	500–550	—	Yes	Gear	—	2.2	28
1200 Sedan, Karmann Ghia	61–65	4-OHV[1]	3.031	2.52	72.74	40–3900	16	7	100–128	61–2000[3]	500–550	—	Yes	Gear	—	2.2	28.5
1500 Sedan, Karmann Ghia	62–65	4-OHV[1]	3.27	2.72	91.1	53–4000[4]	17.1	7.8[4]	100–128	78–2000[4]	550–600	—	Yes	Gear	—	2.2	28
Van, Combie, Bus	64–65	4-OHV	3.27	2.72	91.1	53–4000	17.1	7.8	100–128	69–2400	550–600	—	Yes	Gear	—	2.2	28
	[1] Horizontally opposed, air cooled. [3] '62–'64, 65–2400. [4] '64-'65 hp 54–4200, torque 84–2800; '64-'65 w/twin-carb., hp 66–4800, CR 8.5, torque 84–3000.																
VOLVO																	
PV444, PV544, 122S (B16B engine)	59–61	4-OHV	3.125	3.150	96.4	85–5500[1]	15.6	8.2[1]	142–156[1]	87–3500[1]	500–700	—	No	Gear	FF	2.5	36–50
P1800 (B18B engine)	61–65	4-OHV	3.313	3.15	108.5	100–5500[5]	17.6	9.5	—	108–4000[3]	650[4]	—	No	Gear	FF	—	50–85[2]
P544, P122S, (P120–P130 B18D engine)	62–65	4-OHV	3.313	3.15	108.5	90–5000	17.6	8.5	170	105–3500	650[4]	—	No	Gear	FF	3	50–85[2]
	[1] 544–01 and 02 models, 66–4500; 7.4 ratio; 135–150 pressure; 85 @ 2500 torque. [2] At 2000 rpm. [3] '62, '63, 110–3800. [4] '62, '63, 600–800. [5] '64, 100–5800.																
WOLSELEY																	
15/60	59–61	4-OHV	2.875	3.50	90.84	55–4350	13.22	8.3	165	83–2100	—	—	No	Rot.	FF	4	50
6/99	59–61	6-OHV	3.281	3.5	177.7	112–4750	25.8	8.23	165	158–2000	—	—	No	Gear	FF	6.375	55[1]
16/60	62–65	4-OHV	3.0	3.5	98.9	61–4500	14.4	8.3	165	90–2100	—	—	No	Rot.	FF	3.75	20–50
6/110	62–65	6-OHV	3.281	3.5	177.7	120–4850	25.9	8.2	165	163–2750	—	—	No	Gear	FF	6.37[2]	25–55
	[1] Normal running; 25–30 at idle. [2] Add 1 pt. for filter.																

BP—By pass. FF—Full flow. Sh—Shunt type.

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PISTON, RING AND PIN DATA

MAKE & MODEL	YEAR	PISTONS		PISTON RINGS								PISTON PINS				
				Compression				Oil Control								
		Skirt Clearance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gad (mean)	Groove Clearance	Diameter	Length	Over Sizes Avail. (Thous.)	Fit to Piston	Fit to Rod
ACADIAN																
4 & 6 Cyl., 283 cu. in.	62–65	.0005–11	20–30–40	2-CI	.078	.010–20	.0012–32[1]	1-St.	.186	.015–55	.0012–50	.9270–3	3.00	None	.0002	PF
327 V8	64–65	.0005–11[2]	20–30	2-CI	.078	.013–23	.0012–32	1-St.	.180	.015–55	.0012–50	.9270–3	3.00	None	.0002[2]	PF
[1] '62–'64, .0012–50. [2] Skirt clearance 350 hp engine, .0039–45, fit to piston, .00045–55.																
AUSTIN																
A55 Cambridge	59	.0008–14	10–20–30[1]	3-CI	.078	.010	.0015–35	1-CI	.156	.010	.0015–35	.687	2.27	3–5	PP	L
A95, A105 Westminster	59	.0008–26	10–20–30[1]	3-CI	.093	.011	.0015–35	1-CI	.187	.011	.0015–35	.875	2.75	1–2–3–4[3]	PP	L
Austin-Healey 100-Six	59	.0008–26	10–20–30[1]	3-CI	.093	.011	.0015–35	1-CI	.187	.011	.0015–35	.6245	2.75	1–2–3–4[3]	PP[4]	L
A40 Farina	59–61	.0006–12	10–20–30[1]	3-CI	.069	.009	.0015–35	1-CI	.125	.009	.0015–35	.624	2.18	3–5	PP	L
Austin-Healey Sprite	59–61	.0006–12	10–20–30[1]	3-CI	.070	.009	.0015–35	1-CI	.125	.009	.0015–35	.624	2.18	3–5	PP	L
A55 Cambridge Mk II, Countryman	59–61	.0008–14	10–20–30[1]	3-CI	.078	.010	.0015–30	1-CI	.156	.010	.001–3	.687	2.27	3–5	PP	L
Austin-Healey 3000	59–61	.0037[6]	10–20–30[1]	3-CI	.093	.0115	.0025	1-CI	.187	.0015	.0025	.8749	2.812	2–4–6	F[7]	F[7]
850, 850 Countryman	60–65	.0025[5]	10–20–30[1]	3-CI	.0695	.0085	.0026	1-CI	.1245	.0085	.0026	.562	2.187	2–4–6	PP	L
A99	60–61	.007–13	10–20–30[1]	3-CI	.0935	.0115	.0026	1-CI	.1865	.0115	.0026	.8749	—	2–4–6	F[7]	F[7]
Austin-Healey Sprite Mk II, III	62–65	.0016–22[8]	10–20–30[1]	3-CI	.070[9]	.007–12	.0015–35[11]	1-CI	.1245	.007–12	.0015–35	.6245	—	—	.0001	.0004
Seven Cooper	62–65	.0016–22[10]	10–20–30[1]	3-CI	.0620	.006–11	.0015–35	1-CI	.124–5	.007–12	.0015–35	.624	—	2–4–6	PP	L
Seven Super	62–65	.0006–12[10]	10–20–30[1]	3-CI	.069–70	.007–12	.0015–35	1-CI	.069–70	.007–12	.0015–35	.624	—	—	PP	L
A40 Mk II	62–65	.0006–12[10]	10–20–30[1]	3-CI	.069–70	.007–12	.0015–35	1-CI	.124–5	.007–12	.0015–35	.624	2.185	2–4–6	PP	L
Austin-Healey 3000 Mk II	62–65	.0032–43	10–20–30[1]	3-CI	.1262	.009–14	.0015–35	1-CI	.1262	.009–14	.0015–35	.875	—	—	PP	F[7]
A60 Cambridge, Countryman	62–65	.0022–34	10–20–30[1]	3-CI	.077–8	.012–17	.0015–35	1-CI	.155-6	.008–13	.0016–36	.75	—	2–4–6	.0001	L
A110 Westminster	62–65	.001	10–20–30[1]	3-CI	.093	.010	.0026	1-CI	.186	.010	.0026	.875	—	2–4–6	PP	L
1800	65	.0018–24	10–20–30[1]	3-CI	.062	.012–17	.0016–36	1-CI	.156	.012–17	.0016–36	.75	—	2–4–6	PP	PF
[1] Also 40. Sprite III 10, 20 only. [3] Also 5, 6, 10. [4] Fully floating from eng. no. 40501. [5] Top; bottom, .0015. [6] Top; bottom, .0013. [7] Selective fit. [8] Bottom of skirt; top, .0036–42. Sprite III, .0005–37. [9] Plain ring. Sprite III, .0625. [10] At bottom. [11] Sprite III, .002–4.																
BMW																
1800, 1800 TI	64–65	.0024–28[2]	10–20	1–St	.0798	.015	.0024–34	2–St	.0995[1]	.015[1]	.0014–24[1]	.8662	—	None	L	FP
[1] 3rd. ring, .1990, .013 gap, .001–2 clearance. [2] .0032 on TI model.																
BORGWARD																
All	59–61	.0016	.39–78[1]	3-CI	.078[2]	.008	.0008	1-CI	.177	.008	.0008	.8661	2.441	—	L[3]	.0004
[1] Also 11.7. [2] Bottom comp. ring .0984. [3] Heat piston to 158°F, insert pin quickly.																
BUICK																
4400, 4600, 4700, 4800	59	.0008–14	5–10–20[1]	2-CI	.078	.020	.003–5	1–St	.180–6	.025	.0035–95	.9996	3.52	—	FP	F
4400	60–63	.0008–14	5–10–20[1]	2-CI	.078	.025	.003–5	1–St	.187	.035	.0035–95	.9994–7	3.52	—	.0002[3]	.0007–15[2]
4600, 4700, 4800	60–63	.0010–16	5–10–20[1]	2-CI	.078	.025	.003–5	1–St	.187	.035	.0035–95	.9994–7	3.52	—	.0002[3]	.0007–15[2]
4000, 4100, 4300 (Special V8)	61–63	.0005–11	10–20	2-CI	.078	.020	.003–5	1–St	.184	.025	.0035–95	.8747–50	2.870	—	.0001	.0007–15[2]
425 V8	64–65	.0013–19[9]	5–10–20[1]	2-CI	.077–8	.015–25	.003–5	1–St	.182–8	.015–55	.0035–95	.9994–7	3.52	—	.0001	.0007–15[2]
198, 225 V6s, 300 V8	62–65	.0005–11[4]	5–10–20[1]	2-CI	.077–8[5]	.010–20	.003–5	1-St.	.180–6[6]	.015–35	.0035–95	.8747–50[7]	2.960[7]	—	.0001	.0007–15[2]
400, 401 V8	64–65	.0010–16[8]	5–10–20[1]	2-CI	.077–8	.015–35	.003–5	1-St.	.181–7	.015–35	.0035–95	.9994–7	3.520	—	.0001	.0007–13[2]
[1] Also 30. [2] Interference fit. [3] '61, .0005–01; '63, .0001. [4] '65, top only; bottom .0005–21. [5] '65 No. 2; No. 1, .0785–90. [6] '65, .181–87. [7] '65 dia., .9394–97, length 3.06. [8] Top; bottom .0020–36. [9] Top; bottom .0024–41.																
CADILLAC																
62, 60, 75, Eldorado	59–61	.0015	10–20–30	2-CI	.078	.018	.0022–35	1-CI	.1875	.018	.0013–26[1]	.9996	3.0937[2]	—	.0001	PF
60, 62, 75	62–63	.0008–12[3]	10–20–30	2-CI	.078	.018	.013–29	1-CI	.1875	.018	.013–29	.9996	3.0937	—	.0001	PF
All	64–65	.008–12	10	2-CI	.0625	.013–30	.0022—35	1-St	.125	.015–61	None	.9996	3.090	—	.0001	PF
[1] '61, side sealing rings, no clearance. [2] '61, 3.090. [3] '63, .0003–8.																

CHECKER																	
All L-head Engines	61–63	.001–2	—	4-CI[1]	[2]	.015	.005	1-AI	.250	.014	.004	.859	2.813	—	.0001–3	.0003–5	
All OHV Engines	61–63	.001–2	—	2-AI[3]	.093	.015	.0055	2-AI	.156	.014	.0045	.859	2.813	—	.0002	.0003–5	
6 Cyl., V8 Engines	64–65	.0005–11	20–30–40	2-CI	.078	.010–20	.0012–50	1-St	.184–8	.015–55	.0012–50	.9270–73	3± .010	—	.00015–25	PF	
[1] No. 1 CP; 2, 3 and 5 (Ferrox) CI. [2] No. 1, .093; Nos. 2 and 3, 125; No. 5, .156. [3] Nos. 1 and 2 inside counterbored alloy iron, CP.																	
CHEVROLET																	
Corvair, All	60–63	.0011–15	—	2-CI	.0775	.010–20	.0017–40	1-CI	.1863	.010–20	.0012–50	.8001	2.640	—	.00020	L	
Corvair, All	64–65	.0011–17[1]	—	2-CI	.064	.013–25	.0017–40	1-CI	.126	.015–55	.0012–50	.8001	2.630–50	—	.0002[2]	PF	
[1] '64, .0011–15. [2] '64, .00015–25.																	
Chevy II 4 & 6 Cyl., 283 V8	62–65	.0006–10[1]	20–30–40	2-CI	.078	.010–20	.0012–32[2]	1-St	.186	.035	.0012–50	.9270–3	3.00	None	.00020	PF	
327 V8	65	.0005–11	20–30	2-CI	.078	.013–23	.0012–32	1-St.	.177–82	.015–55	.0012–50	.9270–3	3.00	None	.0002	PF	
[1] '62–'64 all 4 & 6 cyl. engines; '65 all engines; '62–'64 283 V8, .0005–11. [2] '62–'64, .0012–50.																	
194 & 230 6 cyl., 283 V8	64–65	.0005–11	20–30–40	2-CI	.078	.010–20	.0012–32[1]	1-St	.188	.035	.0012–50	.9270–3	3.0	None	.00020	PF	
327 V8	65	.0005–11[2]	20–30	2-CI	.078	.013–23	.0012–32	1-St.	.177–82	.015–55	.0012–50	.9270–3	3.00	None	.0002[2]	PF	
[1] '64, .0012–50. [2] Skirt clearance 350 HP engine, .0039–45; fit to piston .00045–55.																	
(Standard size)																	
All 348 V8	59–61	.0008–13[7]	20–30–40	2-CI	.078	.020	.0012–32[4]	1-St	.228[6]	.035	.0005	.9895	3.25	None	.00020	L[2]	
6 Cyl.	59–62	.0005–11	10–20–30[1]	2-CI	.093	.010–20	.002–4	1-St	.188	.035	0–.008	.8662	3.183	1.5–3–5[5]	.00020	L	
All 283 V8 (Incl. Corvette)	59–65	.0006–10[12]	20–30–40	2-CI	.078	.015	.0012–32[11]	1-St	.188	.035	.0006–84[11]	.927	3.00	None	.00020	PF	
All 6 Cyl.	63–65	.0005–11	20–30–40	2-CI	.078	.010–20	.0012–32[11]	1-St	.188	.035	[11]	.9270–3	3.0	1.5–3–5[5]	.00020	PF	
327 V8 (Incl. Corvette)	62–65	.0006–10[10]	20–30–40[14]	2-CI	.078	.013–23	[11]	1-St.	.188	.035	[11]	.9270–3	3.0	None	.0002[10]	PF	
409 V8	62–65	.0005–11[9]	20–30–40[15]	2-CI	.078	.020	.0012–32[11,4]	1-St.	.188	.035	.0005[11]	.9895	3.25	None	.0003[8]	PF	
396 V8 (325 hp engine)	65	.0007–13	20–30–40	2-CI	[15]	.010–20	.0012–32	1-St.	.189–91	.010–30	.006	.9895	2.94	None	.00025–35	PF	
396 V8 (425 hp engine)	65	.0027–33	30–60	2-CI	.0622	.010–20	.001–3	1-St.	.189–91	.010–30	.006	.9895	2.94	None	.00045–55	PF	
[1] Also 40. [2] Shrunk in rod. [3] Top ring only. [4] Lower ring. Top, .0012–27. [5] Also .010. [6] '60 and '61, .186. [7] '61, .0006–10 [8] '62–'63, .00045–55. [9] '64–'65, .0009–15; '63 W/4-bbl. AFB carb., .0030–36; W/AFB carb., .0035–42; 400 hp eng., .0030–36; fit to piston, .00045–55. [10] '63 Corv. 340, 360 hp. eng., .0028–35 skirt, '64–'65 clearance .0005–11, oversizes 20–30; '65, 350 hp. eng., .0039–45; '64–'65 fit to piston .00045–55. [11] '64–'65, .0012–50. [12] '64, .0005–11. [13] Upper .0775–80; Lower .0770–75. [14] '64–'65, 20–30 only. [15] '65, 400 hp. eng., 30–60 only.																	
CHRYSLER																	
MC1	59	.0005–10[7]	5–20–40	2-CI	.078	.019	.0020–35	1-CI	.186	.019	—	1.093	3.56	None	[5]	.0007–12[6]	
MC2, MC3, PC1, PC2, PC3	59–60	.0005–10[7]	5–20–40	2-CI	.078	.019	.0015–30	1-CI	.186	.019	.001–3	1.093	3.56	None	[5]	.0007–12[6]	
Windsor, Saratoga, New Yorker	61–65	.0005–15[7]	5–20–40	2-CI	.078	.019	.0015–30	1-CI	.188[1]	.019	.001–3	1.309[3]	3.56	None	.000352	.0007–14[6]	
TC2-300J; VC2-300K	63–64	.0003–13	5–20–40	2-CI	.078	.019	.0015–30	1-CI	.186	.019	.001–3	1.094	3.56	None	.00045[4]	.0007–14[6]	
[1] TC3, VC1-2-3, .186. [2] To .00085, '64 .00045–75. [3] TC3, VC1-2-3, 1.094. [4] To .00075. [5] .00045–75 (floating). [6] Interference fit. [7] At top of skirt.																	
CITROEN																	
ID19, DS19, Pallas	59–65	—	None[1]	—	—	—	—	—	—	—	—	—	—	None[2]			
[1] Replaceable cylinder sleeve and piston assemblies; '62–'64 DS19 pistons dome head, 3 rings. [2] Factory weighed and paired with pistons.																	
DAIMLER																	
SP 250	60–64	—	—	2-CI	—	—	—	1-CI	—	—	—	—	—	—	F	—	
DATSUN-NISSAN																	
72.5 Engine (PL410 Series)	63–65	.0010–16	10–20–30[1]	2-CI	.0776	.011	.0015–35	1-CI	.1557	.011	.0016–36	.6863–71	2.568–78	—	FP	L	
115 Engine (LG31 "Cedric" Series)	63–65	.0010–17	10–20–30[2]	2-CI	.782	.013[3]	.0016–30	1-CI	.1568	.009	.0012–24	.8657–61	2.874	—	FP	L	
90.7 Engine (Sports)	63–65	.00010–17	10–20–30[1]	2-CI	.0783	.013[3]	.0016–30	1-CI	.1561	.009	.0010–24	.8657–61	2.874	—	FP	L	
[1] Also 40–50–60. [2] Also 40–60. [3] Top, Second .009.																	
DE SOTO																	
MS2, MS3, PS3, RSI	59–61	.0005–10[7]	5–20–40	2-CI	.078	.019	.0015–30	1-CI	.186	.019	.001–3	1.093	3.56	None	[5]	.0007–12[3]	
[5] Clearance, .00045–75; RS1, .00035–85. [6] Interference fit; RS1, .0007–14. [7] At top of skirt; RS1, .0005–15.																	
DKW, AUTO-UNION																	
DKW F93, F94	59	.002	.0197[1]	3-CI	.08	.016	.0032	NA	NA	NA	NA	.7086	2.3633	[2]	[5]	[6]	
AU 1000, AU 1000S, AU 1000 Sp.	59–64	.0024	.0098[3]	3-CI	.08	.016	.0032	NA	NA	NA	NA	.7086	2.3622	[2]	[5]	[6]	
DKW 750[7]; Junior De Luxe 800	60–64	.0024	.0098[4]	3-CI	.078	.016	.0032	NA	NA	NA	NA	.7086	—	—	[5]	[6]	
[1] Also 393, 590 787. [2] If con. rod bushing exceeds .71063 inside dia., replace bushing. [3] Also .0197, 393, 590, 787. [4] Also .0197, 0393. [5] Light force fit. [6] Needle bearing, clearance .00016 to .00055 in. [7] To '61 only.																	

CI—Cast iron. CP—Chrome plated. F—Floating. FP—Finger push. L—Locked. PF—Press fit. PP—Palm push. St—Steel. TP—Tin plated.

PISTON, RING AND PIN DATA

MAKE & MODEL	YEAR	PISTONS		PISTON RINGS								PISTON PINS				
				Compression				Oil Control								
		Skirt Clearance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	Diameter	Length	Over Sizes Avail. (Thous.)	Fit to Piston	Fit to Rod
DODGE																
ME1 (6 Cyl.)	59	.0007[5]	5–20–40[3]	2-CI	.078	.015	.0020–35	1-CI	.155	.015	.0015–35	.859	2.87	3–8	F, FP	F, FP
Std. 313 V8	59–64	.0005–15[12]	5–20–40[3]	2-CI	.078	.015	.0020–35	1-CI	.186	.015	.0015–30	.984	2.99	3–8	0–.0005	.0001–4[8]
Optional 361 V8	59–62	.0005–15[12]	5–20–40	2-CI	.078	.019	.0020–35	1-CI	.186	.019	.0010–25	1.093	3.56	None	[7]	.0007–12[8]
PD3, RD3, SL1 (170 6 Cyl.)	60–62	.0005–15[12]	5–20–40	2-CI	.078	.015	.0015–30	1-CI	.186	.015	.001–3	.9008	2.965	None	[7]	.0007–12[8]
225 6 Cyl. engine[1]	61–65	.0005–15[12]	5–20–40	2-CI	.078	.015	.0015–30	1-CI	.186	.015	.001–3	.9008	2.965	None	[7]	[8]
SD2–P Polara[14], SD3 Custom 880[14]	62	.0015[12]	—	2-CI	.078	.019	.0020–35	1-CI	.186	.019	.0010–25	1.093	3.56	—	[7]	[8]
383 V8[2]	63–65	.0005–15[12]	5–20–40	2-CI	.078	.019	.0015–30	1-CI	.186	.019	.001–3	1.093	3.56	[6]	[7]	[8]
Dart TL1, VL1 (170, 225 eng.)	63–64	.0005–15[12]	5–20–40	2-CI	.078	.015	.0015–30	1-CI	.186	.015	.001–3	.9008	2.96	[6]	[7]	[8]
VL2 (273 V8)	64	.0005–15	5–20–40	2-CI	.078	.015	.0015–35	1-CI	.186	.015	.009	.984	2.815	.003–8	.0000–5	.0001–6
318 V8 AD2	65	.0005–15[12]	5–20–40	2-CI	.078	.019	.0015–30	1-CI	.186	.019	.001–3	.984	2.99	3–8	0–.0005	.0001–6
413 V8 AD2	65	.0005–15[12]	5–20–40	2-CI	.078	.019	.0015–30	1-CI	.186	.019	.001–3	1.093	3.56	None	[7]	[8]
	[1] RW1, SD1, SL1, TD1, VD1, AD1. [2] TD2, VD2, TD2P, TA3, VA3, AD2. [3] Also 60. [5] .75 from bottom. [6] Serviced with piston. [7] Clearance, .00045–75 in. except 313 V8s, .0000 to .0005. [8] Interference fit; 313 V8s, .0001–5, others .0007–12. [12] At top of skirt. [14] Not built or sold in Canada.															
EDSEL																
361 V8	59	.0015–21	20–30–40	2-CI	.078[1]	.021	.0025–40	1-St	.186	.039	Snug	.9750–3	3.16	1–2	F, .0002	F, .0002
6 Cyl.	59–60	.0008–26	20–30–40[2]	2-CI	.0935[3]	.015	.0020–35	1-St	.185	.035	Snug	.9120–3	3.02	1–2	.0001–3	.0001–3
332 V8	59	.0015–21	20–30–40[2]	2-CI	.078	.018	.0020–35	1-St	.186	.035	Snug	.9750–3	3.16	1–2	F, .002	F, .002
292 V8	59–60	.0012–18[4]	20–30–40[2]	2-CI	.078	.015[5]	.0020–35	1-St	.185[6]	.035	Snug	.9120–3	3.023	1–2	.0001–3	.0001–3
	[1] Lower compression ring .0930. [2] Also 60. [3] Lower ring .0940 max. [4] .0008–26 in '60. [5] .010–25 in '60. [6] .1879 in '60.															
FIAT																
All 600	59–61	.0013–20	3.9–7.8[1]	1-St	.0985	.008–14	.0017–28	2-St	.152	.0078[2]	.0010–20[3]	.7085	1.889	7–8–19.7	L[9]	[13]
All 1100	59–62	.0010–17	3.9–7.8[1]	1-St	.0987	.004–11	.0019–30	2-St	.158	.004–11[2]	.0019–30[3]	.8656	2.244	7.8–19.7	L[9]	[13]
All 1200	59–64	.0013–20[14]	3.9–7.8[1]	1-St	.0987	.008–14	.0019–30	2-St	.158	.008–15	.002–3	.8656	2.456	7.8–19.7	L[9]	F[10]
2100	60–61	.0027–34[5]	3.9–7.8[1]	1-CI[11]	.134	.010–16	.0020–30	2-CI[12]		[7]		.8659	2.561	7.8–19.7	—	—
600D	62–64	.0017–25	.0078[1]	1-St	.0985	.008–13	.0017–28	2-St	.152	.0078[2]	.0010–20[3]	.7871	—	7.9, 19.7	L[9]	[13]
1500 Cabriolet	64	.0026–33	.0078[1]	1-—	—	.012–17	—	2	—	.008–13[2]	—	.8658	—	.0079	.0002–4	—
750	65	.0025–37	.0078[1]	1-CI	.0784	.0078	.002	2[15]	.784[16]	.0078[16]	.0020[16]	.7872	2.00	.0079	P.	.0002–6
1500	65	.0030	.0078[1]	1-CI	.077	.0078	.002	2[15]	.077[16]	.0078	.0020[16]	.865	2.64	.0079	P.	.0002–4
1100D	65	.0013–21	.0078[1]	1-CI	.077	.0078	.002	2[15]	.077[16]	.0078	.0020[16]	.865	2.44	.0078[17]	P.	.00016–40
	[1] Also .0157 and .0236; also .0315 on 750 eng. [2] No gap on lower ring. [3] Lower ring, .00078–.0024. [4] Lower ring, .1540–.1550. [5] At 1.57 in. from top. [6] CI, .134; steel, .128–40. [7] CI, .0098–157; steel, none. [8] CI, .00197–303; steel, .00078–240. [9] Interference fit, .00007–.00055, heat piston to 176° F. [10] .00004 to .0005. [11] Chrome plated. [12] Top ring; bottom ring, steel. [13] .00004–51. [14] '62, .0018–26. [15] Middle, cast iron; bottom, steel (slotted). [16] Middle ring; bottom, width .153, no gap, clearance .0024. [17] Also .0196.															
FORD																
Falcon (Frontenac to '61) All 6 Cyl.	60–63	.0024–30[2]	20–30–40[1]	2-CI	.0777[3]	.010–20	.0019–36[4]	1-St	.1875	.015–55	Snug	.9120–3	3.020	1–2	.0001–3	PF
Falcon V8	63	.0007–23	20–30–40[1]	2-CI	.078[5]	.010–20	.0019–36	1-St	.1875	.015–55	Snug	.9120–3	3.020	—	.0001–3	PF
Falcon 6 Cyl.	64	.0018–34[6]	20–30–40	2-CI	.077	.010–31	.019–36	1-St	.1875	.015–66	Snug	.9120–3	3.020	1–2	.001–3	PF
Falcon 260 V8	64	.0021–38[6]	20–30–40	2-CI	.077[5]	.010–32	.019–36	1-St	.1875	.015–67	Snug	.9118–24	3.020	—	.003–5	PF
Falcon 170-6 Cyl.	65	.0017–29[7]	20–30–40[1]	2-CI	.0777[9]	.015	.0009–26[10]	1-St.	.1875	.035	Snug	.9119–24	3.01–4	.003	.0003–5	PF
Falcon 200-6 Cyl.	65	.0023–29[8]	20–30–40[1]	2-CI	.0777[9]	.015	.0019–36[10]	1-St.	.1875	.035	Snug	.9119–24	3.01–4	.003	.0003–5	PF
Falcon 289-V8	65	.0014–22[2]	20–30–40[1]	2-CI	.0777[9]	.015	.0019–36[10]	1-St.	.1875	.042	Snug	.9119–24	3.01–4	.003	.0003–5	PF
	[1] Also 60. [2] At centerline of pin bore. [3] Upper, lower .0775. [4] '62, upper .0019–36; lower, .0025–45. [5] Upper, lower .0935. [6] Wear limit .0006. [7] Top; bottom .0003–23. [8] Top; bottom .0008–14. [9] Upper; lower .0775. [10] Upper; lower .002–.004. Wear limit .006.															
Fairlane 6 Cyl. & V8s	62–63	.0018–3	20–30–40[1]	2-CI	.078[2]	.010–20	.0019–36	1-St	.1875	.015–55	Snug	.9120–3	3.020	—	.0001.3[3]	PF
Fairlane 170 & 200 6 Cyl.	64	.0018–36[4]	20–30–40[1]	2-CI	.078	.010–31	.0019–36[5]	1-St	—	.015–66	Snug	.9120–23	3.020	—	.0001–3	PF

Fairlane 260 & 289 V8s	64	.0021–.0035	20–30–40[1]	2-CI	.078[2]	.021[7]	.0019–.0036[9]	I-St	—	.041[10]	Snug	.9118–.24	3.020	—	.0003–.5	PF
Fairlane 200-6 Cyl.	65	.0023–.0029[11]	20–30–40[1]	2-CI	.0777[12]	.015	.0019–.0036[13]	I-St.	.1875	.035	Snug	.9119–.24	3.01–4	.003	.0003–.5	PF
Fairlane 289–V8	65	.0014–.0022[14]	20–30–40[1]	2-CI	.0777[12]	.015	.0019–.0036[13]	I-St.	.1875	.042	Snug	.9119–.24	3.01–4	.003	.0003–.5	PF

[1] Also 60. [2] V8, lower ring .0935. [3] V8s, .0003–.5. [4] 200 cu. in. eng., .0016–34. [5] 289 V8 w/2 bbl. carb. .0020–38, 289 w/4 bbl. .0026–44.
[7] 289 V8 .015–.39. [8] Upper, lower, .0020–40. [9] Upper, lower, .0010–40. [10] 289 V8 .015–.69. [11] Top; bottom .0008–14.
[12] Upper; lower .0775. [13] Upper; lower .002–04, wear limit .006. [14] At centre line of pine bore.

Mustang 200-6 Cyl.	65	.0023–.0029[2]	20–30–40[1]	2-CI	.0777[3]	.015	.0019–.0036[4]	I-St.	.1875	.035	Snug	.9119–.24	3.01–4	.003	.0003–.5	PF
Mustang 289-V8	65	.0014–.0022[5]	20–30–40[1]	2-CI	.0777[3]	.015	.0019–.0036[4]	I-St.	.1875	.042	Snug	.9119–.24	3.01–4	.003	.0003–.5	PF

[1] Also 60. [2] Top; bottom .0008–14. [3] Upper; lower .0775. [4] Upper; lower .002–4, wear limit .006. [5] At centre line of pin bore.

292 V8	59	.0009–.15	20–30–40[1]	2-CI	.0960	.019	.0020–.35	I-St	.185	.039	Snug	.9122	3.023	1–2	.0001–.3	.0001–.3
6 Cyl.	59–63	.0008–.26	20–30–40[1]	2-CI	.0933[4]	.015	.0020–.35	I-St	.1879	.035	Snug	.9122	3.023[7]	1–2	.0001–.3	.0001–.3[8]
332, 352, 361 V8	59	.0015–.21[5]	20–30–40[1]	2-CI	.0775[4]	.022	.0020–.35	I-St	.186	.039	Snug	.975	3.163	1–2	.0001–.3	.0001–.3
292 V8	60–61	.0008–.26	20–30–40[1]	2-CI	.0777	.015	.0020–.35	I-St	.1879	.035	Snug	.9122	3.020	1–2	.0001–.3	.0001–.5
332, 352 V8s	60	.0011–.29	20–30–40[1]	2-CI	.0933	.013–.30	.002–.4	I–St	.1889	.035	Snug	.9752	3.163	1–2	.0001–.3	.0001–.5
332, 352, 390 V8s	61–64	.0012–.30[11]	20–30–40[1]	2-CI	.0778[4]	.015–.36	.0024–.41[10]	I–St	.188	.015–.66	Snug	.9750–.3	3.160[9]	1–2	.0001–.3	.0001–.3
406 V8	63–64	.0043–.49[5]	—	2-CI	.0778[4]	.015–.25	.0024–.41[10]	I-St	.188	.015–.66	Snug	.9750–.3	3.206	1–2	.0001–.3	.0001–.5[3]
260, 427 V8 (U.S. prod'n)	63	.0021–.39[5]	20–30–40[1]	2-CI	.0778[4]	.010–.20	.0019–.36[2]	I-St	.188	.015–.66	Snug	.9120–.3	3.020	1–2	.0003–.5	PF
223 6 Cyl.	64	.0008–.23	20–30–40[1]	2-CI	.0933[4]	.010–.31	.0019–.36[6]	I-St	—	.015–.66	Snug	.9120–.3	3.020	1–2	.0001–.3	.0001–.3
289 V8	64	.0020–.38[5]	20–30–40[1]	2-CI	.0778[4]	.015–.39	.0019–.36[2]	I-St	—	.015–.69	Snug	.9121	3.020	1–2	.0003–.5	PF
240-6 Cyl.	65	.0019–.27[12]	20–30–40[1]	2-CI	.0777[14]	.015	.0019–.36[16]	I-St.	.187	.035	Snug	.9119–.24	3.01–4	1–2	.0001–.3	PF
352, 390 V8	65	.0020–.41[13]	20–30–40[1]	2-CI	.0777[15]	.015	.0024–.41[16]	I-St.	.1875	.040	Snug	.9750–.3	3.156–70	1–2	.0001–.3	.0001–.5

[1] Also 60 for some engines. [2] Upper, lower .001–4. [3] '64, 427 eng. .0003–.5. [4] Lower ring, .0935. [5] ¼ in. from bottom of skirt.
[6] Lower .0015–.35. [7] 3.020 in '60, '61, '62. [8] .0001–.5 in '60 and '61. [9] '64, 3.163. [10] Lower, .0020–.40. [11] 390, .0017–.35.
[12] Top; bottom .0–.0007. [13] 352 eng., top; bottom .0015–.21; 390 eng. .0015–.23 at centreline of pin bore. [14] Upper; lower .0775.
[15] Upper; lower .0935. [16] Upper; lower .002–4, wear limit .006.

FORD (British)

All L-head engines	59	.0011–.16[1]	1–2.5–5[2]	2-CI	.0763	.010	.0015–.30	I–CI	.1547	.010	.0010–.25	.6879	2.126	—	F	F
Consul, Zephyr, Zodiac	59–61	.0008–.13[4]	2.5–5–15[3]	2-CI	.0777	.015	.0020–.45	I–CI	.1863	.015	.001–.4	.8747	2.80	2	.0002	.0002
Anglia, Consul (60 & 82 cu. in. eng.)	60–65	[4]	[5]	2-CI	.0775	.009–.14	.0016–.36	I–CI	.1555	.009–.14	.0018–.38	.8120–.3	—	—	0–.0002	.0001–.3
Anglia, Cortina (73 cu. in. eng.)	63–65	[7]	.030[8]	2-CI	.077–.8	.009–.14	.0016–.36	I-CI	.155–.6	.009–.14	.0018–.38	.8120–.3	—	—	0–.0002	.0001–.3

[1] At top of skirt. [2] Also 10, 20. [3] Also 30, 45, 60. [4] 8 to 11 lb. pull on .0015 x 0.5 feeler blade (new piston in new bore).
[5] Four piston grades for both standard and .030 oversize bore. [6] '60 only. [7] 3 to 17 lb. pull on .0015 x 0.5 feeler blade.
[8] Two piston grades for std. and .030 oversize bore.

FORD (German)

Taunus 12M, 17M	59–61	—	.00197[1]	2-CI	.071[2]	.015	.0016–.26	I–CI	.196	.015[3]	.0014–.24	.866[4]	2.752			F

[1] Also .0197, .0384, .059. [2] Top ring; intermediate, .1175. [3] 17M, 12 M, .010–19. [4] Dimension varies red or blue paint indicates size fitted.
[5] Refer to parts list. [6] Heat piston to 176 F before installing pin.

HILLMAN

Minx Series I, II, III, IIIA, B, Husky	59–65	.0015[1]	10–20–30[2]	2-CP[3]	—	.012	.0015–.35	2	—	.012	.0015–.35	.8751	—	.003	PP[4]	FP[4]
IIIC, Super Minx Mk I, Mk II	62–65	.0016[5]	30	2-CP[3]	—	.028[6]	.0015–.35	2	—	.012	.0015–.35	.9376	—	.003	PP[4]	FP[4]

[1] ½ in. wide feeler; 1½ lb. pull to withdraw. [2] Minx I, II, III (also 40); rest 5–20–40. [3] Top ring only. [4] At 70 deg. F.
[5] ½-in. wide feeler; 3-4 lb. pull to withdraw. [6] Top ring; 2nd, .009–14.

HUMBER

Super Snipe I	59	.0013–.23	5–20–40	3	—	.012	.0015–.35	1	—	.012	.0015–.35	.9377	—	None	PP[1]	PP[1]
Super Snipe II, III, IIIA	60–63	.0006–.20	5–20–40	2[2]	—	.012	.0019–.39[3]	1	—	.012	.0015–.35	.9375–.8	—	3	PP[1]	FP[1]
Super Snipe IV, V, Imperial	63–65	.0004–.12	30	2[2]	—	.014–.22	.002–.35	1	—	.012	.002–.35	.9374–.7	—	3	PP[1]	FP[1]

[1] At 68 F approx. [2] Top ring chrome plated, 2nd ring corner stepped. [3] Bottom ring .0015–.35.

IMPERIAL

MY1, PY1, RY1, SY1, TY1, VY1, AY1	59–65	.0005–.15[3]	5–20–40	2-CI	.078	.019	.0015–.30	1–CI	.186	.019	.001–.3	1.093	3.56	None	[1]	.0007–.12[2]

[1] Clearance, .00045–.75 in. [2] Interference fit. [3] At top of skirt.

JAGUAR

3.8, E-Type, Mk. X	59–64	.0015–.21	10–20–30	2-CI	.0782	.018	.001–.3	I-CI[3]	.1555	.014	.001–.3	.8751	2.845	None	[2]	PP
3.8 S-Type	64–65	.0011–.17	10–20–30	2-CI	.077	.015–.20	.001–.3	I[3]	.152	.011–.16	.001–.3	.8750	2.840	None	PF	PF
3.8 Mk. II	65	.0011–.17[4]	10–20–30	2-CI	.0782	.015–.20	.001–.3	I[3]	.1555	.011–.16	.001–.3	.8751	2.840	None	PF	—
4.2 Engine (Mk. X, XKE)	65	.0011–.17[4]	10–20–30	2-CI	.0775	.015–.20	.001–.3	I[3]	[5]	.015–.33	.001–.3	.8751	3.00	None	PF	—

[1] Fit pistons to match compression ratio in 3.8 engine; piston part No. C-14806/1 for 8;1 ratio; C-13794/1 for 9;1. [2] Push fit at 68 deg. F.
[3] Composite steel. [4] Measured at bottom of skirt at 90 deg. to pin axis. [5] 4-piece type.

CI—Cast iron. CP—Chrome plated. F—Floating. FP—Finger push. L—Locked. PF—Press fit. PP—Palm push. St—Steel. TP—Tin plated.

PISTON, RING AND PIN DATA

MAKE & MODEL	YEAR	PISTONS		PISTON RINGS								PISTON PINS				
				Compression				Oil Control								
		Skirt Clearance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	Diameter	Length	Over Sizes Avail. (Thous.)	Fit to Piston	Fit to Rod
KAISER-JEEP																
6-226	59-64	.0007-17	10-20-30[2]	2-CI	.0932	.012	.002-4	2-CI	.1547	.006-10	.006-10	.8592	2.779	3-5	L	F
4-63, 4-75[1]	59-65	.0021-29	10-20-30[2]	2-CI	.0930	.012	.002-4	1-CI	.1862	.012	.006-25	.8120	2.781	None	PP	L
230 OHC Engine	62-65	.0007-17	10-20-30[2]	2-CI[3]	.0775-80	.010-45	.0020-31	[4]	.1932	.015-55	—	.8592	2.779	4-8	L	F
8-327	65	.0009-15	2-5-10-20-30	2-CI[5]	.0775-80	.010-20	.002-4	1-St.	[6]	0-.005[7]	.035	.9307	3.187	3-5	PP	L
[1] 4-75 to 1964 only. [2] Also 40. [3] Top ring chrome plated. [4] 2 rails w/spacer. [5] Top ring chrome. [6] Two rails, .0245 each. [7] Expanding type, rail faces chromed.																
LAND ROVER																
88, 109, 2¼ litre	59-65	.0023-28	10-20-30[1]	2	—	.015-20	.0005-20	1	.155-6	.015-20	.0005-20	1.000	3.01	None	0-.0002	.0003-5
88, 109, 2 litre Diesel	59-61	.004-5	None	3	—	.013	.0025-35	2	—	.013	.0025-35	1.1873	2.75	None	0-.0002[8]	.0003-5
88, 109, 2¼ litre diesel	62-65	.004-5	10-20-30[1]	3	—	.014-19	.0025-35	1	—	.010-15	.0025-35	1.187	—	None	0-.0002[8]	.0003-5
[1] Also 40. [2] No.1; No. 2, .155. [3] Interference fit. [4] Top; next two, .010-15.																
LINCOLN CONTINENTAL																
All	59	.0010-29	20-30-40[3]	2-CI	.0778[6]	.020	.0015-30[7]	1-St	.186	.035	[5]	.975	3.49	1-2	.0001-3	.0008-16
All	60	.0008-26	20-30-40[3]	2-CI	.0775[8]	.015-30	.0015-30	1-St	.1879	.035	Snug	.975	3.490	1-2	.0002-4	[9]
430 V8	61-64	.0017-35[1]	20-30-40[10]	2-CI	.0778[6]	.020	.0014-31[7]	1-St	.1875	.003[5][11]	Snug	.9751	3.490	1-2	.0002[12]	[9]
430 V8	65	.0018-31[13]	20-30-40[10]	2-CI	.0777[6]	.020	.0014-31[7]	1-St.	.1875	.035	Snug	.9751	3.49	1-2	.0002-4	PF
[1] '64, .0011-29, wear limit .006, ¼ in. from bottom of skirt. [2] Lower compression .0925-.0935. [3] Also 60. [4] Lower compression .093-.094. [5] Snug. [6] Lower compression ring .0930-40. [7] Lower compression .001-3. [8] Lower, .068-9. [9] Interference fit, 20 ft. lbs. minimum torque to seat pin. [10] '64-'65, 20-30 only. [11] '64, .025-38. [12] '64, .0002-4, wear limit .0008. [13] Top; bottom .0015-21.																
MERCEDES-BENZ																
180D, 180Db	59-62	.0024	19.7-59	3-CI	.0787	[7]	.0017-28	2-CI	.1968	.012-17[8]	.0013-24[9]	.866	—	—	.0002[10]	.0004-6
180, 190, 180c, 190c, 190SL	59-65	.0016	8.8-19.7[1]	2-CI	—	.025[2]	.0014-24	2-CI	.1968	.012-17[8]	.0014-24	.984[11]	—	—	PP[4]	F
219, 220, 220S, 220SE	59-62	.0016	9.8-19.7[1]	2-CI	—	.015	.0012-24	2-CI	—	.015[3]	.0012-24	.866	—	—	PP[4]	F
300	59-61	.002	9.8-19.7	2-CI	—	.025[2]	.0014-34	2-CI	—	.015[3]	.0014-34	.9840	—	—	PP[4]	F
300SL	59-63	.002	9.8-19.7	2-CI	—	.015	.0014-24	2-CI	—	.015	.0014-24	.984	—	—	PP[4]	F
220b, Sb, SEb	60-65	.0016	9.8-59	3-CI	.0787	.022-8	.0019-28	1-CI	.1968	.012-17	.0016-28	—	—	—	PP[4]	.0003
180Dc, 190D (diesel)	62-65	.0024	8.8-59	3-CI	—	.022-8[2]	.0012-24	1-CI	.1968	.010-15	.0012-24	1.023	—	—	PP[4]	.0003
300d	62-63	.0016	9.8-59	2-CI	—	.002-8[2]	.0012-24	1-CI	.1968	.012-17	.0012-24	.984	—	—	PP[4]	.0003
300SE	62-65	.0008	None	4-CI	—	—	—	1-CI	—	—	—	—	—	—	—	—
230 SL	63-65	.0020	10-20-40	3-CI	.059[12]	.022-8[13]	.022-30[13]	1-CP	.1575	.012-18	.018-28	.9446	—	14	±.0001	.0005-7
[1] Also 39, 59. [2] Top ring; lower, .018-24. [3] Top ring; lower, .010-16. [4] When piston heated. [5] Also 39. [6] Also 39.3; 59, 78.7. (Major repair stages—smaller oversizes available). [7] No. 1, .0177-.0236; Nos. 2 & 3, .0157-.0216 [8] Bottom ring, .0098-177 [9] If Nural piston, bottom ring .001-2. [10] Interference fit. [11] 190SL, .944. [12] Top 2 rings; 3rd .098. [13] Top ring; 2nd, .0177-236 gap, .0177-283 clearance; 3rd, .0118-177 gap, .0177-283 clearance. [14] Oversize bushing available.															
MERCURY (Monarch to '61)																
Comet, All 6 Cyl.	60-63	.0024-30[2]	20-30-40[1]	2-CI	.0777[5]	.010-20	.0019-36	1-St	.1875	.015-55	Snug	.9120-3	3.020	1-2	.0001-3	PF
Comet V8	63	.0007-23[2]	20-30-40[1]	2-CI	.078[4]	.010-20	.009-36	1-St	.1875	.015-55	Snug	.9120-3	3.020	—	.0001-3	PF
Comet 6 Cyl.	64	.0018-34[2]	20-30-40	2-CI	.077	.010-31	.019-36	1-St	.1875	.015-66	Snug	.9120-3	3.020	1-2	.001-3	PF
Comet 260, 289 V8s	64	.0021-38[2]	20-30-40	2-CI	.077[4]	.021[7]	.019-36	1-St	.1875	.015-67	Snug	.9118-24	3.020	—	.003-5	PF
Comet 200-6 Cyl.	65	.0023-29[5]	20-30-40[1]	2-CI	.0777[3]	.015	.0019-36	1-St.	.1875	.035	Snug	.9119-24	3.01-4	3	.0003-5	PF
Comet 289-V8	65	.0014-22[2]	20-30-40[1]	2-CI	.0777[3]	.015	.0019-36	1-St.	.1875	.042	Snug	.9119-24	3.01-4	3	.0003-5	PF
[1] Also 60. [2] At centerline of pin bore. [3] Upper, lower .0775. [4] Upper, lower .0935. [5] Top, bottom .0008-14. [6] Upper, lower .002-4, wear limit .006. [7] 289 V8 .0015-39.																
Meteor 6 Cyl. & V8s	62-63	.0007-23	20-30-40[3]	2-CI	.078[2]	.010-20	.0019-36	1-St	.1875	.015-55	Snug	.9120-3	3.020	—	.0001-3[1]	PF
Meteor 223 6 Cyl.	64	.0008-23	20-30-40[3]	2-CI	.0933[2]	.010-31	.0019-36[4]	1-St	—	.015-66	Snug	.9120-3	3.020	1-2	.0001-3	.0001-3
Meteor 352, 390 V8s	64	.0012-30[5]	20-30-40[3]	2-CI	.0778[2]	.015-36	.0024-41[6]	1-St	.188	.015-66	Snug	.9750-3	3.160	1-2	.0001-3	.0001-3

Meteor 240 6 Cyl.	65	.0019–27[7]	20–30–40[3]	2-CI	.0777[9]	.015	.0019–36[6]	1-St.	.187	.035	Snug	.9119–24	3.01–4	1–2	.0001–3	PF	
Meteor 352, 390-V8	65	.0020–41[8]	20–30–40[3]	2-CI	.0777[2]	.015	.0024–41[6]	1-St.	.1875	.040	Snug	.9750–3	3.163	1–2	.0001–3	.0001–5	

[1] V8s. .0003–5. [2] Lower ring, .0935. [3] Also 60. [4] Lower, .0015–35. [5] 390, .0017–35. [6] Lower .0020–40. [7] Top; bottom 0–.0007. [8] 352 eng., top; bottom .0015–21; 390 eng. .0015–23 at centreline of pin bore. [9] Upper; lower .0775.

383 and 430 V8	59	.0010–29	20–30–40[5]	2-CI	.0777[1]	.020	.0015–30[2]	1-St	.186	.035	—	.9751	3.49	None	.0002	.0012	
383 and 430 V8s	60	.008–26	20–30–40[3]	2-CI	.0775[4]	.020[5]	.0015–30	1-St	.1879	.035	Snug	.975	3.490	1–2	.0002–4	[6]	
352 and 390 V8s	61–64	.0012–30[7]	20–30–40[8]	2-CI	.0778[1]	.020[11]	.0024–41[9]	1-St	.188	.015–66	Snug	.9752	3.163	1–2	.0001–3	.0001–5[13]	
6 Cyl.	62–63	.0008–26	20–30–40[3]	2-CI	.0933	.015	.0020–35	1-St	.1879	.035	Snug	.9122	3.020	1–2	.0001–3	.0001–5	
406 V8	63	.0043–49[10]	—	2-CI	.0778[1]	.015–25	.0024–41[9]	1-St	.188	.015–55	Snug	.9750–3	3.206	1–2	.0001–3	.0001–5	
260 V8 (U.S. prod'n.)	63	.0021–39[10]	20–30–40[3]	2-CI	.0778[1]	.010–20	.0019–36[2]	1-St	.188	.015–55	Snug	.9120–3	3.020	1–2	.0003–5	PF	
352, 390-V8	65	.0020–41[14]	20–30–40[3]	2-CI	.0777[15]	.015	.0024–41[9]	1-St.	.1875	.040	Snug	.9750–3	3.163	1–2	.0001–3	.0001–5	

[1] Top; lower, .093–4. [2] Top; lower, 001–3. [3] Also 60. [4] Lower, .068–9. [5] 430 engine, .015–30. [6] Interference fit, 20 ft. lbs. min. torque to seat pin. [7] 390, .0017–35. [8] Also 60 for 352. [9] Lower, .0020–40. [10] ¼ in. from bottom of skirt. [11] '64, .015–36. [12] '64, .015–66. [13] '64, .001–3. [14] 352 eng., top; bottom .0015–21; 390 eng. .0015–23 at centreline of pin bore. [15] Lower ring .0935.

METEOR (to '61)

272 V8	59–61	.0009–5	20–30–40[1]	2-CI	.0960	.019	.0020–35	1-St	.185	.032	Snug	.0122	3.023	1–2	.0001–3	.0001–3	
6 Cyl.	59–61	.0008–26	20–30–40[1]	2-CI	.0933	.015	.0020–35	1-St	.1879	.035	Snug	.9122	3.023[5]	1–2	.0001–3	.0001–5	
332, 361 V8s	59	.0015–21	20–30–40[1]	2-CI	.0775[3]	.018	.0020–35	1-St	.186	.039	Snug	.9752	3.163	1–2	.0001–3	.0001–3	
332, 352 V8s	60	.0011–29	20–30–40[1]	2-CI	.0933	.013–30	.002–4	1-St	.1889	.035	Snug	.9752	3.163	1–2	.0001–3	.0001–5	
332, 390 V8s	61	.0012–30[7]	20–30–40[6]	2-CI	.0778[3]	.020	.0024–41	1-St	—	.035	Snug	.9752	3.163	1–2	.0001–3	.0001–5	

[1] Also 60. [3] Lower ring, .0935. [5] 3.020 in '60 and '61. [6] Also .0025 and .060 for 332. [7] 390 V8, .0017–35.

METROPOLITAN

1500	59–62	.0017–23	—	3-CI[1]	.1557[2]	.011	—	1-CI	.1557	.011	—	.6870	2.573	—	.0001–35	.0001–6[3]	

[1] Top ring chrome plated. [2] After '59. .0615–25. [3] Before locking in rod.

MG

Magnette Series ZA, ZB, III	59–61	.0010–15	10–20–30	3-CI	.0620	.011	.0015–35	1-CI	.156	.011	.0015–35	.6870	2.4375	3–5	PP	L	
Series A (1500)	59	.0017–23	10–20–30[2]	3-CI	.0620	.011	.0016–36	1-CI	.1557	.011	.0016–36	.6870	2.271	3–5	PP	L	
Series A Twin-Cam	59–61	.0035–60	10–20–30[2]	3-CI	.055	.011	.0015–35	1-CI	.1557	.011	.0015–35	.875	2.4375	3–5	PP	F	
MGA 1600, 1600 Mk II	59–63	.0038[3]	10–20–30[2]	3-CI	.0620	.009–14	.0026	1-CI	.1557	.009–14	.0026	.6870[7]	2.625	2-4-6	PP	L	
Midget, Midget Mk III	61–65	.0016–22[4]	10–20–30[2]	3-CI	.0695[5]	.009[9]	.0015–35[9]	1-CI	.1245	.009[9]	.0015–35[9]	.6245	—	2-4-6	.00010[6]	.0004	
Magnette Mk IV	62–65	.0015–21[8]	10–20–30[2]	3-CI	.0620	.012–17	.0015–35	1-CI	.1557	.008–13	.0018–38	.6870	—	2-4-6	.0001	L	
MGB	63–65	.0018–24	10–20–30[2]	3-CI	.062	.015	.0015–35	1-CI	.158	.015	.0016–36	.75	—	2-4-6	PP	L	
MG 1100	63–65	.002	10–20–30[2]	3-CI	.070	.009	.002–4	1-CI	.124	.009	.0015–35	—	—	2-4-6	PP	L	

[2] Also 40; Midget Mk III, 10, 20 only. [3] Top; bottom, .002. [4] Bottom of skirt; top, .0036–42; Midget Mk III, .0005–37. [5] Plain ring; Midget Mk III .0625. [6] To. .00026. [7] '62 Mk II, .750. [8] Bottom of skirt. [9] Midget Mk III, gap .007–12, clearance .002–4.

MORRIS

Minor 1000	59–63	.0015	10–20–30[3]	3-CI	.069	.009	.001–2	1-CI	.125	.009	.001–2	.6245	2.18	3–5	PP	L	
Oxford Series III, IV, V, Mk VI	59–65	.0022–34[6]	10–20–30[3]	3-CI	.0776	.012–17	.0015–30[1]	1-CI	.1557	.011	.0016–36	.6870[7]	2.271	4–6	.0001	L	
850	60–65	.0025[6]	10–20–30[3]	3-CI	.0695	.0085	.0026	1-CI	.1245	.0085	.0026	.562	2.187	2-4-6	PP	L	
Mini Cooper	62–65	.0016–22	10–20–30[3]	3-CI	.0620	.006–11	.0015–35	1-CI	.124–5	.007–12	.0015–37	.624	—	2-4-6	PP	L	
Mini Super	62–65	.0006–12	10–20–30[3]	3-CI	.070	.007–12	.0015–35	1-CI	.070	.007–12	.0015–35	.624	—	—	PP	L	
Morris 1100	63–65	.0025	10–20	3-CI	.0620	.010	.003	1-CI	.124	.009	.0015–35	.624	—	2-4-6	PP	L	
Minor 1000	64	.0030[2]	10–20	3-CI	.0625	.007–12	.002–4	1-CI	.124	.009	.0015–35	.6245	2.18	3–5	PP	L	

[1] '63 Mk VI, .0015–35. [2] Top; bottom .0009. [3] Also 40. [6] Top; bottom, .0015. [7] '62, Mk VI, .75.

NSU

All	60–65	0022–25	—	2-CI	—	—	—	1-CI	—	—	—	.787	—	1–2	PP	F	

OLDSMOBILE

All (394 V8)	59–64	.0010–15[4]	10–20–30[3]	2-CI	.078[2]	.018	.001–4	1–St	.1861[6]	.035	.0006–66[5]	.9803	3.126	1–3	.0003–5	.0003–5	
F85 V8	61–63	.0005–11	10–30	2-CI	.0783	.010–20	.002–4	1–St	.188	.035	.0005–55	.8749	2.86–8	—	.0003–5	.0009–14[3]	
F-85 V6	64–65	.0002–23	5–10–20[7]	2-CI	.0785	.010–20	.003–5	1-St	.181–7	.015–35	.0035–95	.8747[9]	2.96	—	.0001	.0007–15[3]	
F-85, Jetstar 88 (330 V8)	64–65	.0007–12	5–10	2-CI	.0776	.010–20	.0018–38	[10]	[10]	.015–55	.0001–51	.9803–73	3.126	—	.0003–5	.0008–16[3]	
All (425-V8), F-85 (400-V8)	65	.0007–12[11]	5–10	2-CI	.0775–80[12]	.013–23	.0018–38	[13]	[13]	[13]	.0021–81	.9803–07	3.126	—	.0003–5	.0008–16	

[2] Top ring. Lower, .0930–935. [3] Interference fit, '63, .0007–13. [4] '61-'62 .00075–125 [5] '61-'62 .0005–70 [6] '63, .188. [7] Also 30. [8] '64, 10–20. [9] '65, .9394–97. [10] Two rails, spring steel, .0235–50; spacer, steel, .137–9. [11] 400-V8, top .0005–20, bottom .0005–10. [12] No. 2, .0770–80. [13] Two rails, spring steel, .0235–52, gap .015–55; spacer, steel, .137–4 gap; ends butt together.

CI—Cast iron CP—Chrome plated. F—Floating. FP—Finger push. L—Locked. PF—Press fit. PP—Palm push. St—Steel. TP—Tin plated.

PISTON, RING AND PIN DATA

MAKE & MODEL	YEAR	PISTONS		PISTON RINGS								PISTON PINS				
				Compression				Oil Control								
		Skirt Clearance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	Diameter	Length	Over Sizes Avail. (Thous.)	Fit to Piston	Fit to Rod
PANHARD																
PL17, PL17 Tiger	60–64	.005	[1]	3	.098	.0315	—	2	.157	.041[2]	—	—	—	—	FP	F
[1] None; replaceable cyl. liners. Selective fit pistons. [2] With diagonal gap; straight gap, .051–.059.																
PEUGEOT																
403	59–65	.0019–27	None	2-CI	.0779	.018	.0012[1]	1-CI	.1764	.018	.0008	.866	2.638	2–4	0–.0004[2]	F
404	64–65	—	None	2-CI	.0779	.016	.0012	1-St	.196	.016	.0009	.866	2.756	2–4	—	—
[1] Lower ring, .0008. [2] Interference fit.																
PLYMOUTH																
MP1 (6 Cyl.	59	.0007	5–20–40[4]	2-CI	.078	.015	.0020–35	1–CI	.155	.015	.0015–35	.859	2.87	3–8	F, FP	F, FP
All 313 V8	59–64	.0005–15[5]	5–20–40[4]	2-CI	.078	.015	.0020–35	1–CI	.186	.015	.0015–30	.984	2.99	3–8	0–.0005	.0001–4[7]
225-6 Cyl. engine[8]	60–65	.0005–15[5]	5–20–40	2-CI	.078	.015	.0015–30	1–St	.186	.015	.001–3	.9008	2.965	None	[6]	.0007–12[7]
PP2, RP2, SP2 (361 V8)	60–62	.0005–10[5]	5–20–40	2-CI	.078	.019	.0020–35	1–CI	.186	.019	.001–3	1.093	3.56	None	[6]	.0007–12[7]
383-V8[9]	63–65	.0005–15[5]	5–20–40	2-CI	.078	.013–25	.0015–30	1-CI	.186	.013–25	.001–3	1.0935	3.56	[10]	[6]	.0007–12[7]
318-V8 AP2	65	.0005–15[5]	5–20–40	2-CI	.078	.019	.0015–30	1-CI	.186	.019	.001–3	.984	2.99	3–8	0–.0005	.0001–6
413-V8 AP2	65	.0005–15[5]	5–20–40	2-CI	.078	.019	.0015–30	1-CI	.186	.019	.001–3	1.093	3.56	None	[6]	[7]
[1] Also 40, 60. [3] Top; lower, tin plated. [4] Also 60. [5] At top of skirt. [6] Clearance, .00045–75. [7] Interference fit; all 313 V8, .0001–5. [8] PP1, RP1, SP1, TP1, VP1, AP1. [9] TP2, VP2, AP2. [10] Serviced with piston.																
PONTIAC																
(*Canadian Prod'n.*)																
6 Cyl.	59–65	.0005–11	20–30–40	2-CI	.093[2]	.010–20	.002–4[14]	1–St	.188	.035	.0–.008[14]	.8660[10]	3.370[10]	3–5–15	.00020	L
283 V8	59–65	.0005–11	20–30–40	2-CI	.078	.015	.0012–32[14]	1–St	.188	.035	.0006–84[14]	.9272	3.000	None	.00020	L
348 V8	59–61	.0006–10	20–30–40	2-CI	.078	.020	.0012–32	1–St	.188	.035	.0005	.9895	3.26	None	.00020	L
327 V8	62–65	.0005–11	20–30–40[8]	2-CI	.078	.013–23	.0012–5	1-St	.187–9	.035	.0012–5	.9270–3	3.00	None	.0002	L
409 V8	63–65	.0005–11[4]	20–30–40[9]	2-CI	.078	.020	.0012–32[5]	1-St	.188	.035	.0005[14]	.9895	3.25	None	.0003[7]	L
[1] Also 30. [2] '63–'65, .078. [4] '64–'65, .0009–15; '63 W/4 bbl. AFB carb., .0030–36, W/AFB carb., .0035–42; '65 skirt clearance, 400 hp. engine, .0030–36. [5] Top .0012–27. [7] '63–'65, W/400 hp. engine .00045–55. [8] '64–'65, 20–30 only. [9] '64–'65, 30–60 only. [10] '63–'65, dia. .9272 in., length 3.0. [14] '64–'65, .0012–50.																
(*U. S. Prod'n.*)																
389 V8	59–65	.0007–17[14]	5–10–20[1]	2-CI	.078	.021[11]	.0015–30[7]	1–St	.184	.025[4]	.0015–85[3]	.9843[12]	3.25	1–2	.0003–5	.0008–16[8]
421 V8	63–65	.0030–36	5–10–20[1]	2-CI	.078	.021[2]	.0015–30[7]	1–St	.184	.015–55	.0005–55	.9800–4	3.25	1–2	.0003–5	.0008–16[8]
[1] Also 30. [2] Top; lower, .013–.025. [3] '59–'64; '65, .0005–55. [4] '64–'65, .035. [7] Top; lower, .0015–35. [8] Interference fit. [11] Top; lower, .019. [12] '60–'61, .9800–4; '64–'65, .9802. [14] '61–'65, .0007–13.																
Tempest (4 Cyl.)	61–63	.0007–13	5–10–20[1]	2-CI	.078	.021[11]	.0015–30[7]	1–St	.184	.025	.0015–85	.9802	3.25	1–3	.0003–5	.0008–16
Tempest (215 V8)	61–62	.0005–11	5–10–20[1]	2-CI	.078	.015	.003–5	1–St	.187	.015–35	.0035–95	.8748	2.87	1–3	.0001	.0005–13
Tempest (326 V8)	63–64	.0007–13	5–10–20[1]	2-CI	.078	.016–26[2]	.0015–30[7]	1–St	.186	.015–55	.0005–55	.9802	3.25	1–3	.0001[4]	.0005–13[5]
Tempest (6 Cyl.)	64	.0005–11	5–10–20[6]	2-CI	.078	.010–20	.0015–30[7]	1–St	.186	.035	.0005.55	.9272	3.00	.001–3	.0003–5	.0008–16
[1] Also 30. [2] Top; lower .013–25. [4] '64–'65, .0003–5. [5] '64–'65, .0008–16. [6] Also 30. [7] Top; lower, .0015–35. [11] No. 1; No. 2, .019.																
PORSCHE																
356A, 356B, 356C (1600, 1600S Eng.)	59–65	.0006–10	—	2	—	008	.0014–20	1	—	.008	.0006–12	.86596	—	—	PF	F
911	65	.0020–24	—	2	—	.008	.003–5	1	—	.008	—	.8661	—	—	PF	F
RAMBLER																
6 Cyl. L head	59–64	.0006–12	2–5–10–20[4]	2-CI[1]	.0933[2]	.010–20	.003–5	1–SR	[3,5]	.015–55	0–.005	.8597	2.75	3–5	PP	L
6 Cyl. OHV	59–64	.0006–12	2–5–10–20[4]	2-CI[1]	.0933[2]	.010–20	—	1–SR	[3,5]	.015–55	0–.005	.8597	2.75	3–5	PP	L
250 V8	59–61	.0009–15	2–5–10–20[4]	2-CI[1]	.0776	.010–20	—	1–SR	[3,5]	.015–55	0–.005	.9307	3.187	3–5	PP	L
327 V8	59–65	.0009–15	2–5–10–20[4]	2-CI[1]	.0776[6]	.010–20	.002–4	1–SR	[3,5]	.015–55	0–.005	.9307	3.187	3–5	PP	L

6 Cyl. L head	65	.0006–17[7]	2–5–10–20[4]	2-CI[1]	.0777	.010–20	.002–4	1-SR	[3,5]	.015–55	0–.005	.8597	2.75	3–5	PP	L
6 Cyl. 199, 232 OHV	65	.0009–25[6]	2–5–10–20[4]	2-CI[1]	.0777	.010–20	.0015–35	1-SR	[3,5]	.015–55	0–.005	.9307	3.187	3–5	PP	L
287 V8	65	.0009–25[6]	2–5–10–20[4]	2-CI[1]	.0777	.010–20	.002–4	1-SR	[3,5]	.015–55	0–.005	.9307	3.187	3–5	PP	L

[1] Top ring chrome plated. [2] Top ring; lower .0925–935. [3] Expanding type, rail faces chrome plated. [4] Also 30. [5] Two rails, width .0245 each.
[6] Top; bottom .0009–15. [7] Top; bottom .0006–12.

RENAULT

All	59–65	.0014[1,5]	—	3–CI[2,4]	.078	.005	—	1-CI	.1377	[3]	—	.551	—	—	FP[5]	FP

[1] Pistons matched with replaceable cyl. liners. [2] Chrome top ring. [3] Gap preset. [4] '62, 2-CI.
[5] Caravelle S4, R8, .0025; R4, .0012; fit to piston, floating.

RILEY

One-Point-Five	59–61	.0015	10–20–30[1]	3–CI	.0620	.011	.0016–36	1–CI	.1557	.011	.0015–35	.6870	2.271	3–5	PP	L
2.6	59	.0015	10–20–30[1]	3–CI	.0933	.112	.0014–34	1–CI	.1870	.112	.0014–34	.8749	2.75	3–5	PP	L
4/Sixty Eight	59–61	.0017–23	10–20–30[1]	3–CI	.0620	.011	.0016–36	1–CI	.1557	.011	.0015–35	.6870	2.271	3–5	PP	L
4/72	62–65	.0015–21	10–20–30[1]	3-CI	.0620	.012–17	.0015–35	1–CI	.1557	.008–13	.0018–38	.687	—	—	.0001–3	L

[1] Also 40.

ROVER

All	59	.0021–26	10–20–30[1]	2	.111	.018	.002–4	2	.111	.015	.002–4	.6873	2.373	1–3	PP	F
3 litre, 100[4]	59–65	.0020–25	10–20–30[1]	2	.069–70	.015–20	.0018–38	2[2]	.155–6	.012–17	.002–4	.625	2.371–5	1–3	PP[3]	.0002–6
2000	65	.001–15	10–20–30–40	2–CI[5]	—	.014–19	.001–3	1–CI	—	.014–19	.001–3	1.0	—	—	PP	PP

[1] Also 40. [2] '63, 3 litre, 1. [3] Not to exceed 100 lbs. push at 50–70 deg. F. [4] Model 100 to '64 only. [5] Chrome plated.

SIMCA

Vedette	59–60	.0012–17	—	2–	—	.015	.001–3[1]	—	—	.015	—	—	—	—	—	—
Aronde, "5"	58–62	.0003–17	—	2–CI	.099	.006–14	—	2–CI	.099[2]	.006–14	—	.866	2.52	—	L	3–10
1000	63–65	.0015–25	—	1-CI	.069	.008–14	[5]	2-CI	.079[4]	.008–14	[3,5]	.749	2.12	—	.00012–24	0–.001

[1] No. 2 ring, .001–2. [2] Bottom oil ring .197. [3] Upper ring; lower, .001–10. [4] Upper, lower, .158. [5] .0018–.011.

SINGER

Gazelle Series, III, IIIA, IIIB	59–61	.0015	5–20–40	2–CP[1]	—	.012	.0015–35	2	—	.012	.0015–35	.8751	—	—	PP[2]	FP[2]

[1] Top ring only. [2] At approx. 68 F.

SKODA

440, 450, Octavia, Felicia	59–60	.0012	10–20–30[1]	2	.0787	.0148	.0008	2	.0787[2]	.0148	.0008	.709	—	None	Press[3]	F, .0001[3]
445, 1201	59	.002	10–20	2	.0984	.0148	.0008	2	.0984[2]	.0148	.0008	.709	—	None	Press[3]	F, .0001[3]
Octavia	61–64	.0012–19	10–20–30[1]	3–CI	.0787	.011	.001–2	3-CI	.158	.011	.001–2	.709	2.35[5]	.020	L	F
Octavia,[4] Felicia[6]	61–65	.0016–23	10–20	3–CI	.0984	.0148	.001–2	3-CI	.158	.0145	.001–2	.709	2.46[5]	.020	L	F
1000 MB	65	.0016–23	10–20–30	3-CI	.0984	.0148	.001–2	1-CI	.0984	.0148	.001–2	—	—	—	—	—

[1] Also 40. [2] Intermediate Semi-Scraper ring; bottom scraper ring .1575 inches. [3] At approx. 68 F. [4] Combi (to '65), Super (to '64). [5] Plus 0, minus .0047.
[6] Super and Touring Sport.

STANDARD

Vanguard, Ensign	59–62	.0018	20–30–40	2–CS	.078	.015	.001–3	2–CS	.156	.015	.001–3	.875	2.918	3–5	PP[1]	F
Vanguard Six	61–62	.0041	10–20–30	2	.0787	.008	.0015	1	.1562	.008	.0016	.8124	—	—	PF	L

[1] At approx. 68 F

STUDEBAKER

All 259, 289 V8	59–63	.002[2]	10–20–30[3]	2–CI	.0781	.012	.002–5	1–CI	.1870	.012	.0015–40	.8741–5	3.062	25–50	.0001–3	L
All 6 Cyl.	59–63	.002[2]	10–20–30[3]	2–CI	.094[1]	.012	.002–5	1–CI	.1563	.011	.0015–40	.750	2.625	25–50	.0001–3	L
All 6 Cyl.	64	.0002	10–20–30	2-TP	.0781	.007–23	.002–4	1-TP	.1875	.007–23	.0015–30	.7491–5	2.625	—	.0001–3	L
All 259, 289 V8s	64	—	10–20–30	2-TP	.078	.012[4]	.002–5	1-TP	.187	.015–55	—	.8741–5	3.0625	—	.0001–3	L
All engines	65	.0005–11	20–30–40[1]	2-CI	.0775	.010–20	.0012–50	1-St.	.188	.035	.0012–50	.9270–3	3.0	None	.0002	PF

[1] Also 10 on 6-cyl. eng. [2] At bottom of skirt. [3] Also 40. [4] 259 V8, 289 V8 .012–.020 (top), .008–.006 (2nd).
[5] '64 Slipper piston, 7–12 lbs. spring scale pull on 1 in. x .002 feeler gauge.

SUNBEAM

Rapier Series I, II	59–62	.0015[2]	10–20–30[3]	2–CP[4]	—	.012	.0015–35	1[1]	—	.012	.0015–35	.8751	—	.003	PP[6]	FP[6]
Alpine Series I, Rapier Series III	60	.0015[2]	10–20–30[3]	2	—	.016[7]	.0015–35	1	—	.009–14	.0015–35	.8749–52	—	.003	PP[6]	FP[6]
Alpine II, III, IV, Rapier IIIA, IV	61–64	.0015[2]	5–20–40[5]	2–CP[4]	—	.028[7]	.0015–35	1	—	.012	.0015–35	.9374–77	—	.003	PP[6]	FP[6]
Imp Sedan	64–65	.0008–14	15–30	2-CP[4]	—	.008–13	.0015–35	1	—	.008–13	.0015–35	.6249	—	1	PP[6]	FP[6]
Minx Deluxe Sedan	65	.0016[2]	30	2-CP[4]	—	.028[7]	.0015–35	1	—	.012	.0015–35	.9376	—	—	PP[6]	FP[6]
Tiger 260	65	.021–39	20–30–40[8]	2-CP[4]	—	.010–32	.0019–36[9]	1	—	.015–67	Snug	.9121	3.02	—	FP[6]	PF

[1] Provision for 2nd oil ring in service, Series II. [2] 1½ in. wide feeler; 3–4 lbs. pull to withdraw from dry cylinder. [3] Also 40. [4] Top ring only.
[5] 30 only, Alpine IV & Rapier IV. [6] At 70 deg. F. [7] Top ring; 2nd ring, .009–14. [8] Also 60.

CI—Cast iron, CP—Chrome plated. F—Floating. FP—Finger push. L—Locked. PF—Press fit. PP—Palm push. St—Steel. TP—Tin plated.

PISTON, RING AND PIN DATA

MAKE & MODEL	YEAR	PISTONS		PISTON RINGS								PISTON PINS				
				Compression				Oil Control								
		Skirt Clearance	Over Sizes Avail. (Thous.)	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	No. & Mat'l	Width (mean)	Gap (mean)	Groove Clearance	Diameter	Length	Over Sizes Avail. (Thous.)	Fit to Piston	Fit to Rod
THUNDERBIRD																
352 V8	59	.0015–21	20–30–40[3]	2-CI	.0775[1]	.022	.0020–35	1-St	.186	.039	Snug	.975	3.163	1–2	.0001–3	.0001–3
352 V8	60	.0011–29	20–30–40[3]	2-CI	.0933	.013–30	.002–4	1-St	.1889	.035	Snug	.9752	3.163	1–2	.0001–3	.0001–5
430 V8 (optional)	59–60	.0008–26	20–30–40[3]	2-CI	.0775	.015–30	.0015–30	1-St	.1879	.035	Snug	.975	3.490	1–2	.0002–4	[2]
390 V8	61–64	.0015–21[5]	20–30–40[3]	2-CI	.0778[1]	.020	.0024–41[4]	1-St	—	.035	Snug	.9750–3	3.15–17	1–2	.0001–3	.0001–5
390 V8	65	.0020–41[6]	20–30–40	2-CI	.0777[1]	.020	.0024–41[4]	1-St.	.1875	.035	Snug	.9750–3	3.163	1–2	.0001–3	.0001–3
	[1] Lower, .0930–40. [2] Interference fit, 20 ft. lbs. min. torque required to seat pin. [3] Also 60. [4] Lower, .002–4. [5] '64, .0017–35, ¼ in. from bottom skirt. [6] Top; bottom .0015–21.															
TRIUMPH																
TR3, TR4, TR4A	59–65	.003	20–30–40	2-CS	.062	.015	.001–3	2-CS	.156	.015	.002	.875	2.918	3–5	.00005	—
Pennant, Herald, Spitfire 4, Sports 6	59–63	.0019	20–30–40[2]	2-CS	.078	.010	.001–3	1-CS	.156	.010	.002	.625[2]	1.957	3–5	PP[1]	F
Herald, Spitfire 4, Sports 6	64–65	.0011[3]	20–30–40	2-CS	.078	.015	.001–3	1-CS	.1552	.0027	.002	.81234	1.957	3–5	PP[1]	F
2000	64–65	.0015	2–40	2-CP	.077–8	.015	.0019–35	1-CI	.1553-63	.0027	.0007–27	.81242	1.957	—	PP	PP
	[1] At approx. 68 F. [2] '63 Herald, Spitfire 4, Sports 6, 10–20–30; piston pin dia., .8125. [3] Sports 6, .0015.															
VALIANT																
170, 225 Engines (6 Cyl.)	60–65	.0005–15[1]	5–20–40	2-CI	.078	.010–20[5]	.0015–30	1-CI	.186	.010–20	.001–3	.9008	2.965	[2]	.00045–75	.0007–12[4]
273 V8	64–65	.0005–15	5–20–40	2-CI	.078	.015	.0015–35	1-CI	.186	.015	.009	.984	2.815	3–8	.0000–5	.0001–6[4]
	[1] .00075–125 desirable on QX1 models. [2] Serviced with piston. [4] Interference fit.															
VAUXHALL																
Velox, Cresta, Bedford CA	58–60	.002	5–10–20[1]	2-CI[3]	.0941[6]	.014	.0015–30	1-CI	.1861	.015	.001–3	.75	2.728	3	[4]	F
Victor, Envoy, CA, and EA vans	58–63	.002	5–10–20[1]	2-CI[3]	.078	.014	.0015–35	1-CI	.1866	.015	.0010–27	.75	2.728	3	[4]	F[5]
Velox, Cresta	61–64	.002	5–10–20[7]	2-CI	.0932	.015	.0016–36	1-CI	.187	.015	.0017–37	.8664	2.852	3	[4]	F[5]
Victor, Envoy	64	.0009–14	5–20	2-CI	.0933	.008–21	.0015.35[2]	1-CI	.1870	.008–21	.001–3	.8664–5	2.811	3	[4]	F[5]
Viva, Epic	64–65	.0006–11	5–20	2-CI	.077–8	.012–23	.0016–36	1-CI	.1870	.008–19	.0015–35	.7871–4	2.550	—	[4]	PF
Victor, Envoy	65	.0005–10	5–20	2-CI	.09275[8]	.008–16	.0015–32	1-CI	.1870	.008–16	.0017–37	.8664–5	2.811	—	[4]	F[5]
	[1] Also 30, 40. [3] Top ring only, chrome plated. [4] Hand push fit at 65–75 deg. F. [5] Sliding fit without looseness. [6] .078 in '60. [7] Also 30. [8] To .09375															
VOLKSWAGEN																
All	59–65	.0014–22	19.7–39.4	2-CI	—	.015	.0018–28[2]	1-CI	—	.013	.001–2	.7874[3]	—	None	PF[1]	—
	[1] At 176 deg. F. [2] Lower; upper, .0026–36. [3] 1500 Sed. and Karman Ghia, .8661.															
VOLVO																
PV444, PV544, 122S	59–61	.0012–20	10–20–30[1]	2-CI	.078	.015	.0027–31	1-CI	.186	.015	.0017–29	.748	—	2–4–6	F	F
P544, 122S (P120-P130-P220 B18D eng.)	62–65	.002[2]	20–30[1]	2-CI	.078	.010–20	.0020–36	1-CI	.187	.010–20	.0017–28	.866	—	2–4–8	PP	FP
	[1] Also 40, 50. [2] '63-'64, .0008–16.															
WOLSELEY																
6/90 Series I, II	59	.0010–25	10–20–30[1]	3-CI	.0933	.012	.0014–34	1-CI	.1870	.012	.0014–34	.8749	2.75	1–2–3–4[2]	PP	L
15/60	59–61	.0010–15	10–20–30[1]	2-CI	.0776	.011	.0015–35	1-CI	.1557	.011	.0015–35	.6870	2.4375	3–5	PP	L
6/99	59–61	.0007–13	10–20–30[1]	3-CI	.0935	.0115	.0026	1-CI	.1865	.0115	.0026	.8749	—	2–4–6	F[3]	F[3]
16/60	62–65	.0015–21	10–20–30[1]	3-CI	.0776	.012–17	.0015–35	1-CI	.1557	.008–13	.0016–36	.75	—	2–4–6	PP	L
6/110	62–65	.001	10–20–30[1]	3-CI	.093	.010	.0026	1-CI	.186	.010	.0026	.875	—	2–4–6	PP	L
	[1] Also 40. [2] Also 5, 6, 10. [3] Selective fit.															

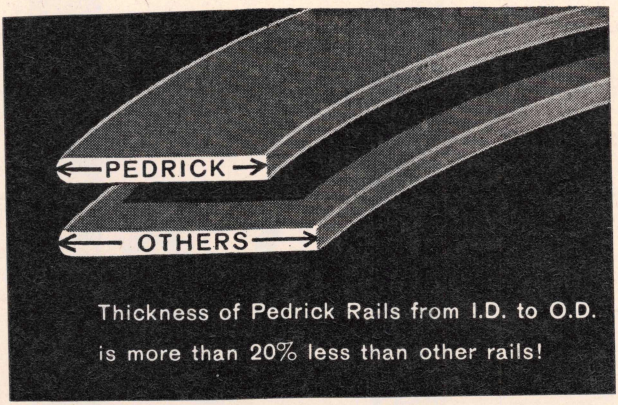
CI—Cast iron. CP—Chrome plated. F—Floating. FP—Finger push. L—Locked. PF—Press fit. PP—Palm push. St—Steel. TP—Tin plated.

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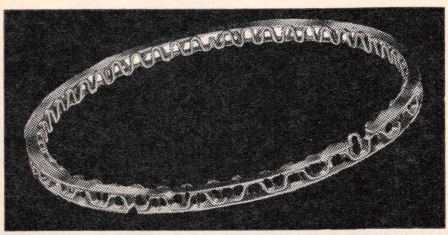
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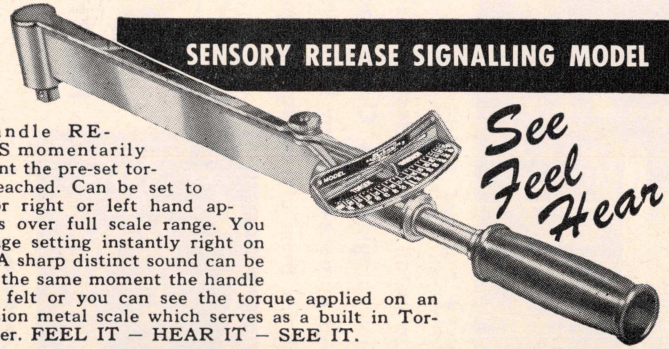
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	S300-I	0 to 300	$53.25
	S600-I	0 to 600	53.85
	S1200-I	0 to 1200	58.05
	S1800-I	0 to 1800	70.05
	S2400-I	0 to 2400	90.15
	S3600-I	0 to 3600	119.90
		FOOT POUNDS	
	S25	0 to 25	$53.25
	S50	0 to 50	53.85
	S100	0 to 100	58.05
	S150	0 to 150	70.05
	S200	0 to 200	90.15
	S300	0 to 300	119.90



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		FOOT POUNDS	PRICES ON REQUEST
	DDR100	0 to 100	
	DDR150	0 to 150	

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CATALOG NUMBER	CAPACITY INCH POUNDS	MECHANICS SUGGESTED NET PRICE
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DR100-I	0 to 100	26.20
DR200-I	0 to 200	26.20
DR300-I	0 to 300	26.20
R600-I	0 to 600	18.10
R1200-I	0 to 1200	19.20
R1800-I	0 to 1800	24.50
R2400-I	0 to 2400	26.20
	FOOT POUNDS	
DR25	0 to 25	26.20
R50	0 to 50	18.10
R100	0 to 100	19.20
R150	0 to 150	26.20
R200	0 to 200	24.50
R300	0 to 300	53.25

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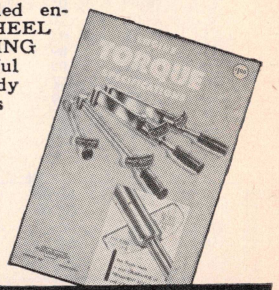
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ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

MAKE & MODEL	YEAR	VALVE TIMING				BEARING DATA						TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted)				
		Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Undersizes Available (Thousandths)			Bearings		Manifolds	
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
ACADIAN																
283, 327 V8s	64	32.5	87.5	74.5	45.5	2.2988[3]	1.999–2.0	.0008–40	.0007–28	1–2–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22
4 Cyl. 153 cu. in.	62–65	33.5	86.5	73	47	2.300[3]	1.999–2.0	.0003–29[1]	.0007–27	1–2–9–10–20	1–2–10–20	90–100	60–70	30–35	25–30[1]	25–30[1]
194, 230 6 Cyl.	62–65	62[2]	94[2]	92.3[2]	62.3[2]	2.300[3]	1.999–2.0	.0003–29[1]	.0007–27	1–2–9–10–20	1–2–10–20	90–95	60–70	30–35	15–20[1]	15–20[1]
283, 327 V8 250, 300 h.p.	65	32.3	87.3	74.3	45.3	2.300	1.999–2.0	.0003–29[5]	.0007–27	1–2–9–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22
[1] Manifold clamp, outer; manifold exh. to inlet, 20–25. [2] '62–'64, 34, 86, 68, 52. [3] '62–'64, 2.988. [4] '62–64, .0008–40. [5] 283 V8; W/327 V8, Nos. 1–4, .0008–34, No. 5, .0010–36.																
AUSTIN																
A55 Cambridge, Cambridge Mk II	59–61	5	45	40	10	2.00	1.875	.002	.002	20–40	20–40	40	60[1]	35	—	—
A95, A105 Westminster	59	5	45	40	10	2.374	2.00	.002	.002	20–40	20–40	70	75	50	—	—
A40, Farina,[2] A-H Sprite,[2] 850	59–65	5	45	40	10	1.750	1.625	.0015	.002[3]	20–40	20–40	40	60	33	—	—
A99, A-H 100-Six, 3000, II, III	59–65	5[11]	45[11]	40[11]	10[11]	2.374	2.00	.002	.0015[6]	10–20–30–40	10–20–30–40	75	75	50	—	—
A-H Sprite Mk II	61–65	5[7]	45[7]	51[7]	21[7]	1.7505	1.6254	.0010–25	.0010–25	10–20–30–40	10–20–30–40	40	60	35	—	—
Austin Cooper,[8] Super,[8] A40 Mk II	62–65	5[7,9]	45[7,9]	40[7,9]	10[7,9]	1.7505	1.6256	.0005–20	.0010–25	10–20–30–40	10–20–30–40	40	60	35	15	—
A60 Cambridge, A110 Westminster[10]	63–65	0	50	35	15	2.0005–10	1.8759–64	.0010–27	.0010–27	10–20–30–40	10–20–30–40	40	70	35	15	—
A110	63–65	5	45	51	21	2.374	2.0	.002	.0015	10–20–30–40	10–20–30–40	75	75	50	—	—
1800	65	5	45	54	21	2.127	1.875	.001–27	.001–27	20–40	10–20–30–50	45–50	70	40–45	15	15
[1] Cambridge Mk II, .70. [2] To '61 only. [3] '60 and '61 850, .001. II [6] '60-'62 A-H 3000, .0025. [7] With .021 valve clearance. [8] Special versions of 850. [9] Cooper, 16–56–51–21. [10] '62 only. [11] '63, 3000 Mk II, 5–45–51–21; '64, 3000 Mk III, 16–56–51–21.																
BMW																
1800, 1800 TI	64–65	4[1]	52[1]	52[1]	4[1]	2.1654	1.8898	.0012–34	.0012–29	10–20	10–20	43.4	43.4	37–41	—	—
[1] W/.019 valve clearance.																
BORGWARD																
All	59–61	18	56	56	18	2.1653	1.8898	.00157	.00157			70	70	35	—	20
[1] 10–20–30–40 Factory surface retreating necessary if more than .010 removed.																
BUICK																
40, 4400[1]	59–60	25	77	65	37	2.498	2.249	.0005–21	.0002–23	1–2–3	1–2–20–21	65–75	100–110[2]	40–45	25–30	10–15
4400 (Auto. Trans.)	59–60	35	73	73	37	2.4985	2.2495	.0005–21	.0002–23	1–2–3	1–2–20–21	65–75	100–110	40–45	25–30	10–15
401 V8 (46, 47, 4800)	59–64	33[8]	77	75	44	2.4985[9]	2.2495	.0005–21	.0002–23	1–2–3[10]	1–2–20–21	65–75	100–110	40–45	25–30	10–15
Special (215 V8)	61–62	29	71	67	33	2.2983[4]	2.000	.0005–21	.0002–22	1–2–3–10	1–2–10–20–21	50–55	50–55[5]	30–35	25–30	10–15
4400	61–63	31[8]	77	69	41	2.4985	2.2495	.0005–21	.0002–23	1–2–3	1–2–20–21	65–75	100–110	40–45	25–30	10–15
Special (198 V6)	62–63	18	82	62	38	2.2992	2.000	.0005–21	.0002–22	1–2–3–10	1–2–10–20–21	65–70	100–125[6]	30–35	25–30	10–15
4100, 4300 (Special) V8	63	29[7]	71	67	33	2.2992	2.000	.0005–21	.0002–22	1–2–3–10	1–2–10–20–21	65–70	50–55[5]	30–35	25–30	10–15
300 V8 (Special Le Sabre)	64	26	79	64	41	2.500	2.000	.0005–21	.0022	1–2–10	1–2–10	65–80	100–110	60–75	25–35	10–15
225 V6	64–65	24	81	72	43	2.4995	2.00	.0005–21	.0020–23	1–2–10	1–2–10	65–80	95–120	30–40	25–35	10–15
300 V8	65	30[11]	76	68	37	2.4995	2.00	.0004–18	.0020–23	1–2–10	1–2–10	65–80	95–120	30–40	25–35	10–15
400, 401 V8	65	28	87	76	46	2.4985	2.2495	0–.0019	.0020–23	1–2–10	1–2–10	65–80	95–120	30–40	25–35	10–15
425 V8	64–65	29	81	71	48	2.4985	2.2495	.0005–21[3]	.0020–23	1–2–3–10	1–2–10–20	65–80	95–120	40–50	25–35	10–15
[1] '59 and '60 series 4400 with Std. Trans. only. [2] '59 4400, 110–120. [3] '65, .0019. [4] '62, 2.992. [5] Rear, 65–70. [6] Rear, 100–110. [7] 4300, 30–75–68–37. [8] '63, '64, 28–87–76–46. [9] '64, 2.500. [10] '64, 1–2–10. [11] Skylark models, 24, 81, 72, 43.																
CADILLAC																
All	59–60	27	75	73	29	2.625	2.2490	.0008–25	.0005–20	None	None	65–70	90–100	40–45	25–30	25–30
All	61–62	27	75	73	29	2.625	2.2490	.0008–25	.0005–20	None	None	75	95	45	30	30–35[1]
60, 62, 75, 68–6900	63–65	39[2]	105	85	59	3.000	2.249	.0008–29	.0005–21	None	None	75[3]	95	40	30	60[4]
[1] '62, 60 ft. lbs. [2] '65, 34, 102, 89, 63. [3] '65, 60. [4] '64, 58.																
CHECKER																
L-Head Engine	61–63	2	42	42	8	2.375	2.062	.0034	.0027	2–20–20–22[1]	2–12–20–22[2]	40	85–95	35–40	30	30
OHV Engine	61–63	17	54	62	9	2.375	2.062	.0034	.0027	2–20–22–40[1]	2–12–20–22[2]	75	85–9	35–40	30	30

230 6 Cyl.	64–65	34	86	68	52	2.3004	1.999–2.0	.0003–29	.0007–27	1–2–10–20	1–2–10–20	90–95	60–70	35–45	25–30[3]	25–30
283 V8	64–65	32.5	87.5	74.5	45.5	2.3004	1.999–2.0	.0003–29	.0007–27	1–2–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22

[1] And 42. [2] And 30. [3] Centre, ends 15–20.

CHEVROLET

Corvair, All	60	43[1]	71	87	47	2.0983	1.800	.0012–37	.0007–27	1–2–10–20	1–2–10–20	27–33	[2]	20–25	—	10–20
Corvair, Turbo-Air Engine	61–64	43[1]	93	87	69	2.0983[3]	1.800	.0012–27[4]	.0007–27	1–2–10–20	1–2–10–20	27–33	[2]	20–26	—	12–27
Super Turbo-Air Engine	62–64	54[6]	118	95	78	2.0983[3]	1.800	.0012–27[4]	.0007–27	1–2–10–20	1–2–10–20	27–33	[2]	20–26	—	12–27
Corvair 95 h.p. engine	65	44	88	78	54	2.0988[7]	1.800	.0012–27[4]	.0007–28	1–2–10–20	1–2–10–20	32–38	[2]	20–26	—	—
Corvair 110, 140 h.p. engines	65	55	105	97	63	2.0988[7]	1.800	.0012–27[4]	.0007–28	1–2–10–20	1–2–10–20	32–38	[2]	20–26	—	—
Corvair 180 h.p. engine	65	72	110	110	70	2.0988[7]	1.800	.0012–27[4]	.0007–28	1–2–10–20	1–2–10–20	32–38	[2]	20–26	—	—

[1] High perf. engine, 54–118–90–82; '64 Turbo-Air eng., 44–88–78–54. [2] 8 long bolts 7/16–20, 42–48–ft. lbs.; 5/16–18 bolts 7–13 ft. lbs. [3] Nos. 3 and 4, 2.0988. [4] Nos. 3 and 4, .0007–22. [6] '64, 55–105–97–63. [7] Nos. 1 & 2; 3 & 4, 2.0983.

Chevy II (4 & 6 Cyl.)	62–64	34[2]	86	68	52	2.2988	1.999	.0008–40	.0007–28	2–10–20–30	1–2–10–20	90–95	45–55	30–35	15–30	25–30[1]
Chevy II 4 Cyl. 153 cu. in.	65	33.5	86.5	73	47	2.300	1.999–2.0	.0003–29[6]	.0007–27	1–2–9–10–20	1–2–10–20	0–100	60–70	30–35	25–30[5]	25–30[5]
Chevy II 6 Cyl. 194 cu. in.	65	62[2]	94	92.3	62.3	2.300	1.999–2.0	.0003–29[6]	.0007–27	1–2–9–10–20	1–2–10–20	90–95	60–70	30–35	15–20[5]	15–20[5]
Chevy II V8 283, 327 cu. in.	64–65	32.3	87.3	74.3	45.3	2.300	1.999–2.0	.0003–29[4]	.0007–27	1–2–9–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22

[1] Outer, 15–20. [2] '63-'64 4 cyl., 33.5–86.5–73–47. [3] Rear, 2.2983. [4] W/327 cu. in., No. 1–4, .0008–34, No. 5, .0010–36. [5] Manifold clamp, outer; exhaust to inlet, 20–25.

Chevelle 194 & 230 6 Cyl.	64	34[1]	86	68	52	2.2988	1.999–2.0	.0008–40	.0007–28	1–2–10–20	1–2–10–20	90–95	60–70	35–45	25–30[2]	25–30
Chevelle 283, 327 V8s	64	32.5	87.5	74.5	45.5	2.2983	1.999–2.0	.0008–40	.0007–28	1–2–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22
Chevelle 194, 230 6 Cyl.	65	62	94	92.3	63.3	2.300	1.999–2.0	.0003–29	.0007–27	1–2–9–10–20	1–2–10–20	90–95	60–70	30–35	15–20[2]	15–20[2]
Chevelle 283, 327 V8, 250, 300 h.p.	65	32.3	87.3	74.3	45.3	2.300	1.999–2.0	.0003–29[3]	.0007–27[3]	1–2–9–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22
Chevelle 327 V8, 350 h.p.	65	54	108	102	60	2.300	1.999–2.0	.0008–34[3]	.0007–28	1–2–9–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22

[1] 230 eng., 49–95–95–49. [2] Manifold clamp, outer; manifold exh. to inlet 20–25. [3] W/327 cu. in., No. 1–4, .0008–34; No. 5, .0010–36; clearance .0007–28.

(Standard size)																
283 V8[6]	59–62	18	54	52	20	2 2978–88	1.999–2.0	.0008–34	.001–3	1–2–10–20	1–2–10–20	60–70	60–70	30–35	25–35	15–20[3]
348 V8[7]	59–61	18.5[8]	67.5	68.5	25.5	2.498–9	2.199–2.2	.0008–34	.001–3	1–2–10–20	1–2–10–20	60–70	95–105	35–45	25–35	15–20[3]
6 Cyl.	59–62	16	48	46.5	17.5	[1]	2.311–2	.0008–24[4]	.0007–27	1–2–10–20–30	1–2–10–20	90–95	100–110	35–45	25–35	15–20[2]
409 V8	61	59.2	106.6	97.9	26.7	2.4985	2.199–2.2	0006	.0007–27	1–2–10–20	1–2–10–20	60–70	95–105	35.45	25–35	15–20[2]
327 V8	62	12.5	57.5	54.5	15.5	2.2988	1.999–2.0	.0008–34	.0007–28	1–2–10–20	1–2–10–20	60–70	60–70	30–35	25–35	15–20[2]
409 V8	62	59.12	106.3	86.5	26.44	2.4977	2.1993–8	.0006–32	.0007–28	1–2–10–20	1–2–10–20	60–70	95–105	35–45	25–35	15–20[2]
6 Cyl.	63–64	34	86	68	52	2.2983–93	1.999–2.0	.0008–28[11]	.0007–28	2–10–20–30	1–2–10–20	90–95	60–70	35–45	15–20[2]	15–20[2]
283, 327 V8s	63–64	32.3[3]	87.3	74.3	45.3	2.2988[12]	1.999–2.0	.0008–24[11]	.0007–28	1–2–10–20[5]	1–2–10–20	60–70	60–70	30–35	25–35	15–20[2,5]
409 V8	63–64	38.3[10]	93.3	88.3	51.3	2.4977–87[9]	2.1988–98	.0018–34[9]	.0009–30	1–2–10–20	1–2–10–20	60–70	95–105	35–45	25–35	15–20[3]
6 Cyl. 230 cu. in.	65	62	94	92.3	62.3	2.300	1.999–2.0	.0003–29	.0007–28	1–2–10–20–30	1–2–10–20	90–95	60–70	30–35	15–20[16]	15–20[16]
283, 327 V8	65	32.3	87.3	74.3	45.3	2.300	1.999–2.0	.0003–29[13]	.0007–27	1–2–9–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22
409 V8	65	38.3[10]	93.3	88.3	51.3	2.4977–87	2.198–9	.0006–32[17]	.0007–28	1–2–10–20	1–2–10–20	60–70	90–100	35–45	25–35	18–22
409 V8, 400 h.p.	65	50.8	94.8	97.8	47.8	2.500	2.198–9	.0006–32[17]	.0007–28	1–2–10–20	1–2–10–20	60–70	90–100	35–45	25–35	18–22
396 V8, 325 h.p.	65	40	102	87	55	2.7492	2.199–2.0	.0006–22[14]	.0009–25	1–2–10–20	1–2–10–20	60–70	90–100	45–55	25–35	18–22
396 V8, 425 h.p.	65	54	102	102	54	2.7487	2.1985–95	.0013–29[15]	.0014–30	1–2–10–20	1–2–10–20	60–70	110–120	45–55	25–35	18–22

[1] No. 1, 2.6835–45; No. 2, 2.7145–55; No. 3, 2.7455–65; No. 4, 2.7765–75. [2] At ends; centre, 25–30. [3] Corvette models with special camshaft, 35–72–76–31; '64 60.5–105.2–108.5–57.2. [4] Nos. 1 & 2; 3 & 4, .0010–26. [5] Corvettes, 2–10–20–30; exh. Torque 15–28 at ends, centre 25–35. [6] '60-'61 std. trans. valve timing 35–72–76–31; 4 bbl. carb. 12.5–57.5–54.5–15.5. [7] '60 and '61 models, standard cam. all trans. Spec. cam, H.D. Powerglide, valve timing 33–74–88–19. [8] '61 with spec. camshaft, 49.63–86.63–77.53–32.53 [9] No. 5; No. 1–4, 2.4980–90; .0009–25; '64, .0009–45. [10] W/340 hp. eng.; W/425 hp., 110–154–193–143; '64, W/400 hp. and 425 hp., 49.2–93.2–95.2–45.2. [11] '64, .0008–40. [12] '64, 327 V8 W/4 bbl. carb., 2.2983; W/AFB carb., 2.2988. [13] 283 V8; W/327 V8, Nos. 1–4; No. 5, .0010–36. [14] Nos. 1–4; No. 5, .0013–29. [15] Nos. 1–4; No. 5, .0017–33. [16] Manifold clamp, outer; manifold, exhaust to inlet, 20–25 [17] Nos. 1–4; No. 5, .0010–36.

Corvette 327 V8, 250, 300 h.p.	65	32.3	87.3	74.3	45.3	2.300	1.999–2.0	.0008–34	.0008–34[1]	1–2–9–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22
Corvette 327 V8, 350 h.p.	65	54	108	102	60	2.300	1.999–2.0	.0008–34	.0008–34[1]	1–2–9–10–20	1–2–10–20	60–70	60–70	30–35	22–35	18–22
Corvette 327 V8, 365, 375 h.p.	65	60.5	105.2	108.5	57.2	2.300	1.999–2.0	.0008–34	.0008–34	1–2–9–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22
Corvette 396 V8, 325 h.p.	65	40	102	87	55	2.7492	2.199–2.2	.0006–22[2]	.0009–25	1–2–10–20	1–2–10–20	60–70	90–100	45–55	25–35	18–22
Corvette 396 V8, 425 h.p.	65	54	102	102	54	2.7487	2.1985–95	.0013–29[3]	.0014–30	1–2–10–20	1–2–10–20	60–70	110–120	45–55	25–35	18–22

[1] Nos. 1–4; No. 5, .0010–36. [2] Nos. 1–4; No. 5, .0013–29. [3] Nos. 1–4; No. 5, .0017–33.

CHRYSLER

361 V8	59–65	15[1]	57[1]	57[1]	15[1]	2.63	2.37	.0005–15	.0005–15	1–2–10[5]	1–2–10[5]	70	85	45	30	30
383 & 413 V8s	59–65	15[1]	57[1]	57[1]	15[1]	2.75[2]	2.37	.0005–15	.0005–15	1–2–10[3]	1–2–10[3]	70	85	45	40[4]	30

[1] '62-'64, 13–59–59–13; '64, VC2-300K, 24–64–64–24; '65, AC3, 14–62–62–18. [2] SC2 ('62), 2.63. [3] '63 and '65, 1–2–3–10–12. [4] TC3, TC2-300J, 50 ft. lb. [5] '65, 1–2–3–10–12.

ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

MAKE & MODEL	YEAR	VALVE TIMING				BEARING DATA						TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted)				
		Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Undersizes Available (Thousandths)		Cyl. Heads	Bearings		Manifolds	
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings		Mains	Con. Rods	Int.	Exh.
CITROEN																
DS19, ID19, S/W, Pallas	63–65	3	45	45	11	2.126	1.89	.0012	.0012	20	20	44[1]	72.5	37	18	18
[1] Must be done when eng. cold.																
DAIMLER																
SP 250	60–64	13	65	55	23	—	—	—	—	—	—	45–50	—	—	—	—
DATSUN-NISSAN																
72.5 Engine (PL410 Series)	63–65	14	50	52	12	2.0005–10	1.875–6	.0005–20	.001–2	10–20–30–40	3–5–10–20[1]	45	75–80	22–25	—	—
115 Engine (LG31 "Cedric" Series)	63–65	14	50	52	12	2.3600	2.0457–63	.0010–27	.0008–12	10–20–30–40	2–5–10–20[1]	45–50	71–81	35–45	—	—
90.7 Engine (Sports)	63–65	20	56	58	18	2.3600	2.0457–63	.0010–27	.001–2	10–20–30–40	2–5–10–20[1]	45–50	71–81	35–45	—	—
[1] Also 30–40.																
DE SOTO																
MS2 (383 V8)	59	15	57	57	15	2.75	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	40	30
MS3, PS3 (383 V8), RS1 (361 V8)	59–61	15	57	57	15	2.63	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	40	30
DKW, AUTO-UNION																
DKW F93, F94	59	—	—	—	—	—	—	—	.00197	1		45	[2]	—	25	45
AU 1000, AU 1000S, AU 1000 Sp	59–61	—	—	—	—	—	—	—	.00197	1	1	45	[2]	—	25	45
DKW 750, Junior De Luxe 800	60–63	NA	NA	NA	NA	—	—	1	1	1	1	45	—	—	25	45
[1] Ball or roller bearings. If clearances excessive, crankshaft replacement necessary. [2] Tighten 10 mm. crankcase bolts to 32.5, 8 mm. bolts to 18. Sequence as with cyl. head but 10 mm. bolts first.																
DODGE																
LE2, ME2 (313 V8)	59	14	54	56	12	2.50	2.25	.0005–15	.0005–15	1–2–3–10–12[5]	1–2–3–10–12[5]	85	85	45	30	25
ME1 (251 6 Cyl.)	59	12	44	50	6	2.50	2.12	.0005–15	.0005–15	1–2–10–20	1–2–10–20–30	70	85	45	30	25
361 V8	59–62	15[11]	57[11]	57[11]	15[11]	2.63	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	30	30
225 6 Cyl.	60–65	TC[8]	52[8]	40[8]	8[8]	2.75	2.187	.0005–15	.0005–15	1–2–10[1]	1–2–10[1]	70	85	45	30	30
313, 318 V8	60–65	17[12]	47[12]	55[12]	9[12]	2.5	2.125	.0005–15	.0005–15	1–2–10[1]	1–2–10[1]	65	85	45	200[7]	10
RW1, SL1 (Lancer) 170 6 Cyl.	61	8[9]	44[9]	48[9]	TC[9]	2.75	2.187	.0005–15	.0005–15	1–2–10	1–2–10	85	85	45	30	25
361 V8 (Polara, Custom 880)[10]	62	13	59	59	13	2.63	2.37	.0005–15	.0005–15	1–2–10	1–2–10	65	85	45	200[7]	10
383 V8 (Optional TD2, VD2)	63–64	24[3]	64[3]	64[3]	24[3]	2.63	2.37	.0005–15	.0005–15	1–2–10	1–2–10	70	85	45	30	30
170 6 Cyl. (Dart)[10]	63–64	8	44	48	TDC	2.75	2.187	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	70	85	45	50	30
VL2 (273 V8)	64	14	46	58	2	2.50	2.125	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	65	85	45	15[13]	10[14]
413 V8	65	24	64	64	24	2.75	2.37	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
												70	85	45	50	30
[1] TD1, TD2, AD1, AD2, 1–2–3–10–12. [2] Also 20, 30, 40. [3] TA3, 13–59–59–13. [5] ME2, 1, 2, 10. [7] Inch-pounds. [8] RD3, 8–44–48, TDC; '65, AD1, 10–50–50–6. [10] Not built or sold in Canada. [11] '62 SD2, 22–66–62–26. [12] '62 SD2, '64 VD2, 19–45–59–1. [13] 'Intake to exhaust manifold bolts. [14] Manifold to cyl. head nuts.																
EDSEL																
6 Cyl.	59–60	17	53	61	9	2.498	2.298	.0005–25	.0004–18	2–10–20–30	2–10–20–30	65–75	95–105	45–50	23–28	23–28
332, 361, V8s	59	22	68	68	22	2.748	2.438	.0007–29	.0009–28	10–20–30	10–20–30	80–90	95–105	45–50	30–35	23–28
292 V8	60	12	54	61	8	2.498	2.298	.0007–31	.0007–25	2–10–20–30	2–10–20–30	65–75	80–90	45–50	23–28	23–28
FIAT																
600, 600D, 750	59–65	4	34	29	1	2.000	1.3775–83[1]	.0006–23	.0005–22	10–20–30–40	10–20–30–40	22	45	16[3]	—	—
1100, 1200	59–65	16	56	56	16	1.6530–8	1.5743–51	.0008–25	0007–25	10–20–30–40	10–20–30–40	58	45	24	—	—
2100	60–61	20	60	60	20	2.4793	2.086–91	.00078–252	.00043–220	10–20–30–40	10–20–30–40	57.9	76	47.7	—	—
1500 Cabriolet	64–65	9	61	49	21	2.4788–96	2.0859–68	.0018–35	.0016–33	10–20–30–40	10–20–30–40	65	76	48[2]	—	—
[1] '62–65, 750, 1.5747. [2] '65, 50.6. [3] '65, 25.3.																

FORD																
Falcon (Frontenac to '61)	60–63	15	37	45	7	2.248–9	2.123–4	.0004–18	.0008–23	2–10–20–30	2–10–20–30	65–75	60–70	19–24	—	13–18
Falcon 260 V8	63–64	21	51	57	15	2.248	2.123	.0006–26[1]	.0009–25[1]	—	—	65–70	65–75[3]	19–24[3]	12–15	13–18
Falcon 144, 170, 200 cu. in. 6 Cyl.	64	13[4]	47	46	14	2.248–9	2.123–4	.0007–26	.0006–26	—	—	70–75	60–70	19–24	—	13–18
Falcon 170 6 Cyl.	65	9	51	42	18	2.2485	2.1236	.0007–26	.0006–26	—	—	70–75	60–70	19–24	—	13–18
Falcon 200 6 Cyl.	65	6	54	39	21	2.2485	2.1236	.0007–26	.0006–26	—	—	70–75	60–70	19–24	—	13–18
Falcon 289 V8	65	20	66	56	20	2.2486	2.1232	.0005–28	.0009–29	—	—	65–70	60–70	19–24	14–16	13–18
[1] '64, mains .0007–30, con. rods .0009–29. [3] '64, main 60–70, con. rods 40–45. [4] 200 6 cyl., 6–54–39–21.																
Fairlane (170 6 Cyl.)	62–63	15	37	45	7	2.248–9	2.123–4	.0004–18	.0008–23	—	—	65–75	60–70	19–24	—	13–18
Fairlane (221, 260, 289 V8s)	62–64	21[4]	51	57	15	2.2486	2.1236	.0006–20[1]	.0009–25[1]	—	—	65–70	65–75[2]	19–24	12–15	13–18
Fairlane 170 6 Cyl.	64	13	47	46	14	2.2489	2.123–4	.0007–26	.0006–26	—	—	70–75	60–70	19–24	—	13–18
Fairlane 200 6 Cyl.	63–65	6	54	39	21	2.2485	2.1236	.0007–26[6]	.0006–26[6]	—	—	70–75	60–70	19–24	—	13–18
Fairlane 289 V8	65	20	66	56	20	2.2486	2.1232	.0005–28	.0009–29	—	—	65–70	60–70	19–24[5]	14–16	13–18
[1] '64, mains .0007–30, con. rods .0009–29. [2] '64, main 60–70, con. rod 40–45. [4] 289 V8, 20–66–56–20. [5] 289 h.p., 40–45. [6] '63–'64, .0008–26, .0008–23.																
6 Cyl.	59–60	17	53	61	9	2.498	2.298	.0005–25	.0004–18	2–10–20–30	2–10–20–30	65–75	95–105	45–50	23–28	23–28
292 V8 (Imports)	59	12	54	58	8	2.498	2.188	.0006–32	.0008–27	2–10–20–30	2–10–20–30	65–75	95–105	45–50	23–28	23–28
332, 352, 361 engines	59–60	22[2]	68	68	22	2.748	2.438	.0007–29	.0009–28	2–10–20–30	2–10–20–30	80–90	95–105	45–50	23–28	23–28
292 V8 (Imports)	60	12	54	61	8	2.498	2.298	.0007–31	.0007–25	2–10–20–30	2–10–20–30	65–75	80–90	45–50	23–28	23–28
6 Cyl.	61–64	23	59	71.5	10.5	2.498	2.298	.0006–28[4]	.0006–25[4]	2–10–20–30	2–10–20–30	65–75[5]	95–105	40–45	23–28	23–28
292 V8 (Imports)	61–62	12	54	58	8	2.498	2.188	.0006–30	.0005–24	2–10–20–30	2–10–20–30	65–75	80–90	40–45	23–28	12–18
332[4], 352, 390V8s	61–64	22[3]	68	68	22	2.748–9	2.438	.0006–31	.0007–28	2–10–20–30[1]	2–10–20–30[1]	80–90	95–105	40–45	32–35	12–18
289 V8	64	20	66	56	20	2.248–9	2.122–3	.0007–30	.0009–29	—	—	65–70	60–70	19–24	14–16	13–18
427 V8	64	—	—	—	—	2.748–9	2.438	.0010–31	.0013–32	—	—	100–110	95–105	53–58	25–28	12–18
240 6 Cyl.	65	12	62	60	28	2.3986	2.1232	.0006–24	.0006–22	—	—	70–75	60–70	40–45	20–25	20–25
352 V8, 390 V8	65	22[6]	68[6]	68[6]	22[6]	2.7488	2.4384	.0007–31[7]	.0007–28	—	—	80–90	95–105	40–45	32–45	12–18
[1] Also 40. [2] '60 332 engine, 17–59–57–19. [3] 390 engine, 26–64–67–23. [4] '64, main .0009–32, con. rod. .0009–29. [5] '64, cyl. heads 105–15. [6] 390 V8, 26–64–67–23. [7] Nos. 1, 3 only; 2, 4, 5, .0005–28.																
Mustang 200 6 Cyl.	65	6	54	39	21	2.2485	2.1236	.0007–26	.0006–26	—	—	70–75	60–70	19–24	—	13–18
Mustang 289 V8	65	20	66	56	20	2.2486	2.1232	.0005–28	.0009–29	—	—	65–70	60–70	19–24[1]	14–16	13–18
[1] 289 h.p., 40–45.																
FORD (British)																
All L-head engines	59	3.5	56.5	47.5	12.5	2.0010–15	1.698–9	0–.0015	0005–20	10–20–30	10–15–20–30[1]	65–70	55–60	20–25	—	—
Consul, Zephyr, Zodiac	59–61	17	51	49	19	2.3760–5	2.1255–60	.0010–25	.002–5	10–20–30–40	2–10–20–30[1]	65–70	55–60	20–25	17–20	9–11
Anglia, Consul (60 & 82 cu. in. eng.)	60–65	10	50	44	10	2.1255–60	1.9370–75	.0005–20	.0005–22	—	—	65–70	55–60	20–25	8–10	8–10
Anglia, Cortina (73 cu. in. eng.)	63–65	17	51	51	17	2.1255–60	1.9370–75	.0005–22	.0005–22	—	—	65–70	55–60	20–25	12–15	12–15
[1] Also 40.																
FORD (German)																
Taunus 12M	59–61	26	72	57	35	2.244[1]	2.126[1]	.0010–25	.0010–25	5–10–15–20[2]	10–20–30–40	50[3]	76	22–25	17[4]	17[4]
Taunus 17M	59–61	26	72	57	35	2.244[1]	2.126[1]	.0004–16	[1]	5–10–15–20[2]	10–20–30–40	50[3]	76	22–25	17[4]	17[4]
[1] Dimensions vary, red or blue paint indicates size. [2] Also 25. [3] Engine cold. Run for 30 min., then tighten to 55. [4] Including manifold-to-manifold joints.																
HILLMAN																
Minx II, III, IIIA, IIIB[1], Husky II	59–61	10	45	46	9	2.2490–5	1.8755–60	.0007–25	.0005–20[5]	20–40	20–40	45	50–60	17–21	—	—
Minx IIIB[2], IIIC	61–63	10	45	46	9	2.2490–5	2.0005–10	.0007–25	.0015–20	20–40–60	20–40–60	45[4]	50–60	23–25	—	—
Minx V, Super I, II, Husky III	62–65	11[3]	55[3]	53[3]	13[3]	2.2490–5	2.0005–10	.0010–25	.0015–20	20–40–60	20–40–60	45[4]	50–60	23–25	—	—
[1] Early models. [2] Late models—c/shaft webs stamped "EN9". [3] Mk II, 10–45–46–9. [4] Hot. [5] Series III & later .0015–20.																
HUMBER																
Super Snipe, Series I–V, Imperial	59–65	20	46	52	14	2.499	2.001	.0007–25	.0005–20	20–40	20–40	60–65[1]	70–75	35–37	—	—
[1] Hot. Series III, 65–70.																
IMPERIAL																
413 V8	59–65	15[1]	57	57	15	2.75	2.37	.0005–15	.0005–15	1–2–10[2]	1–2–10[2]	70	85	45	40	30
[1] '62, SY1, '63, TY1, 31–59–59–13; '64, VY1, 13–59–59–13; '65, 14–62–62–18. [2] TY1, AY1, 1–2–3–10–12.																
JAGUAR																
All	58–62	15	57	57	15	2.75	2.086	.0015–30	.0010–25[1]	10–20–30–40	10–20–30–40	54	83	37	33	33[2]
All	63–65	15	57	57	15	2.750	2.086	.0025–42[3]	.0015–33	10–20–30–40	10–20–30–40	54	83	37	33	33[2]
[1] '60 Mark 2 (3.4 and 3.8), XK 150 and "E" type 3.8 engine, .0023–39. [2] O'hd. camshaft brgs., torque, 15. [3] '64, 3.8 S-type, .0015–30.																

ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

MAKE & MODEL	YEAR	VALVE TIMING				BEARING DATA						TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted)				
		Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Undersizes Available (Thousandths)			Bearings		Manifolds	
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
KAISER-JEEP																
6-226 Engine	59-64	10	60	55	10	2.375	2.063	.0015	.0018	1-2-10-12-20	1-2-10-12-20	40	90	43	32	32
4-63, 4-75 Engine[2]	59-65	9	50	47	12	2.3335	1.9375	.003-29	.0010-19	1-2-10-12[1]	1-2-10-12[1]	65	70	35-45	33	33
230- OHC Engine	62-65	15	55	55	15	2.3747-55	2.0623	.0005-25	.0006-25	2-10-12-20	2-10-12-20	80-95	85-95	40-45	15-20	35-40
8-327	65	12	51	53	10	2.4991	2.2487	.001-2	.001-2	1-2-10-12	1-2-10-12	58-62	80-55[3]	46-50[4]	20-25	20-25
	[1] Also 20, 30. [2] 4-63 to '64 only. [3] Rear, 50-55. [4] Oiled.															
LAND ROVER																
Series II, IIA, 2¼ litre	59-65	6	52	34	24	2.50	2.126[2]	.0010-25	.0015-25	10-20-30-40	10-20-30-40	65	85	35[3]	—	—
Series II 2 litre diesel	59-61	13	45	48	16	2.50	2.126	.0010-25	.0015-25	10-20-30-40	10-20-30-40	75	85	35	—	—
2¼ litre diesel (88, 109)	62-65	16	42	51	13	2.5	2.313	.0010-25	.0010-25	10-20-30-40	10-20-30-40	80[4]	100	35[3]	—	—
	[1] 7/16 in. studs; 3/8 in., 30. [2] IIA, 2.312. [3] Machine thread; rolled thread, 25 (identified by drill point) [4] Yellow head nuts, 90 ft. lbs., torque diesel head when hot only.															
LINCOLN CONTINENTAL																
All	59-60	22	68	63	27	2.899	2.599	.0009-29	.0006-26	2-10-20-30	2-10-20-30	95-105	95-105	45-50	30-35	15-21
430 V8	61-65	22	68	63	27	2.899	2.599	.0008-24	.0007-20	2-10-20-30	2-10-20-30	105[1]	95-105	40-45	25-28[2]	15-21
	[1] '64-'65, 125-35. [2] '64-'65, 20-25.															
MERCEDES-BENZ																
180D, 180Db	59-62	6.5	41.5	41	8	2.1630-8	1.9661-8	.0020-27	.0020-27	10-20-30-40	10-20-30-40	58[5]	58	27	—	—
180, 180c, 190	59-62	12	44	51	15	2.7535-43	2.0449-56	.0017-25	.0017-25	10-20-30-40	10-20-30-40	58[1]	58	27	—	—
220	59	12[2]	44[2]	51[2]	15[2]	2.3598-606	1.8874-82	.0022-29	.0022-29	2-20-30-40	2-20-30-40	58[3]	58	27	—	—
300, 300d	59-62	9	45	40	8	2.3598-606	2.0449-56	.0020	.0020	10-20-30	10-20-30	72[4]	58	27	—	—
300SL	59-63	11[8]	53	36.5	10.5	2.3598-606	2.0449-57	.0022-29	.0022-29	10-20	10-20	72[4]	58	27	—	—
220b, Sb, SEb, 219, 220S, 230SL	60-65	10[6]	46	44	12	2.3598-606	1.8874-82	.0020	.0020	10-20-30-40	10-20-30-40	58[1]	58	27	—	—
180Dc, 190D, 190SL	62-65	11[7]	40	43.5	7.5	2.7535-43	2.0448-56	.002	.002	10-20-30-40	10-20-30-40	58	65	27	—	—
190c, 190Dc	62-65	—	—	—	—	2.7535-43	2.0448-56	.002	.002	10-20-30-40	10-20-30-40	58	65	27	—	—
	[1] Cold; warm, 65. [2] Alternate camshaft available. [3] Light alloy head, 65. [4] Cold; hot, 79. [5] Hot or cold (light alloy head, cold, 50). [6] 219, 220S, 10-46-42-10. [7] 190SL valve timing 17.5-60.5-61.5-22.5. [8] 300 SL valve timing 20-58-56-18.															
MERCURY (Monarch to '61)																
Comet 6 Cyl.	60-63	15	37	45	7	2.248-9	2.123-4	.0004-18	.0008-23	2-10-20-30	2-10-20-30	65-75	65-75	19-24	—	13-18
Comet 260, 289 V8s	63-64	21[3]	51	57	15	2.248	2.123	.0006-26[4]	.0009-25[4]	—	—	65-70	60-70	40-45	12-15	13-18
Comet 170, 200 cu. in., 6 Cyl.	64	13[2]	47	46	14	2.248-9	2.123-4	.0007-26	.0006-26	—	—	70-75	60-70	19-24	—	13-18
Comet 200 6 Cyl.	65	6	54	39	21	2.2485	2.1236	.0007-26	.0006-26	—	—	70-75	60-70	19-24	—	13-18
Comet 289 V8	65	20	66	56	20	2.2485	2.1232	.0005-28	.0009-29	—	—	65-70	60-70	19-24[5]	14-16	13-18
	[2] 200 eng., 6-54-39-21. [3] 289 V8, 20-66-56-20. [4] '64, main .0007-30, con. rods .0009-29. [5] 289 h.p., 40-45.															
Meteor (170 6 Cyl.)	62-63	15	37	45	7	2.248-9	2.123-4	.0004-18	.0008-23	—	—	65-75	60-70	19-24	—	13-18
Meteor (221, 260, V8s)	62-63	21	51	57	15	2.2486	2.1236	.0006-20	.0004-18[1]	—	—	65-70	65-75	19-24	12-15	13-18
Meteor 200 cu. in. 6 Cyl.	63	6	54	39	21	2.248	2.123	.0008-26	.0008-23	—	—	65-75	60-70	19-24	—	13-18
Meteor 223 6 Cyl.	64	23	59	71.5	10.5	2.498	2.298	.0009-32	.0009-29	2-10-20-30	2-10-20-30	105-15	95-105	19-24	23-28	23-28
Meteor 352, 390 V8s	64	22	68	68	22	2.748-9	2.438	.0006-32	.0007-28	2-10-20-30	2-10-20-30	80-90	95-105	40-45	32-35	12-18
Meteor 240 6 Cyl.	65	12	62	60	28	2.3986	2.1232	.0006-24	.0006-22	—	—	70-75	60-70	40-45	20-25	20-25
Meteor 352, 390 V8	65	22[2]	68[2]	68[2]	22[2]	2.7488	2.4384	.0007-31[3]	.0007-28	—	—	80-90	95-105	40-45	32-35	12-18
	[1] 260 V8, .0009-25. [2] 390 V8, 26-64-67-23. [3] Nos. 1, 3 only; 2, 4, 5, .0005-28.															
(Mercury)																
383, 430 V8s	59-60	22	68	63	27	2.899	2.599	.0009-29	.0006-26[2]	2-10-20-30	2-10-20-30	95-105	95-105	45-50	30-35	15-21
352, 390 V8s	61-64	22[3]	68	68	22	2.748-9	2.438	.0006-31	.0007-28	2-20-20-30[1]	2-10-20-30[1]	80-90	95-105	40-45	32-35	12-18
6 Cyl.	62-63	23	59	71.5	10.5	2.498	2.298	.0006-28	.0006-25	2-10-20-30	2-10-20-30	65-75	95-105	40-45	23-28	23-28

92 V8 (Imports)	62	12	54	58	8	2.498	2.188	.0006–26	.0005–24	2–10–20–30	2–10–20–30	65–75	80–90	40–45	23–28	12–18
352, 390 V8	61–65	22[3]	68	68	22	2.7488	2.4384	.0007–31[4]	.0007–28	—	—	80–90	95–105	40–45	32–35	12–18

[1] Also 40. [2] .0007–28 in '60 [3] 390 V8, 26–64–67–23. [4] Nos. 1, 3 only; 2, 4, 5, .0005–28.

METEOR (to 1961)

6 Cyl.	59–60	17	53	61	9	2.498	2.298	.0005–25	.0004–18	2–10–20–30	2–10–20–30	65–75	95–105	45–50	23–28	23–28
332, 352, 361[2] V8s	59–60	22[3]	68	68	22	2.748	2.438	.0007–29	.0009–28	2–10–20–30	2–10–20–30	80–90	95–105	45–50	23–28	23–28
6 Cyl.	61	23	59	71	10	2.498	2.298	.0006–28	.0006–25	2–10–20–30	2–10–20–30	65–75	95–105	40–45	32–35	23–28
332, 390 V8s	61	22[4]	68	68	22	2.748–9	2.438	.0006–31	.0006–26	2–10–20–30[1]	2–10–20–30[1]	80–90	95–105	40–45	32–35	23–28

[1] Also 40. [2] '59 engine. [3] '60 332 engine, 17–59–57–19. [4] 390 V8, 26–64–67–23.

METROPOLITAN

1500	59	5	45	40	10	2.0	1.875	.0005–20	.0010–25	20–40	20–40	40	70	33	—	—
1500	60–62	0	50	35	15	2.00	1.875	.0005–20	.0010–25	20–40	20–40	40	70	33	—	—

MG

Series A (1500), 1600, 1600 Mk II	59–62	16	56	51	21	2.0	1.8761	.0005–20	.0010–16	10–20–30–40	10–20–30–40	50	70	35	—	—
Series A Twin-Cam	59–61	20	50	50	20	2.0	1.8761	.0020–37	.0020–37	—	—	70	70	35–40	—	—
Magnette Series, ZB, III	59–61	5	45	40	10	2.0	1.875	.0005–20	.0016–30	10–20–30–40	10–20–30–40	40–45	70	35	—	—
Midget, Midget Mk III	61–65	5[1]	45[1]	51[1]	21[1]	1.7505–10	1.6254–59	.0010–25	.0010–25	10–20–30–40	10–20–30–40	40	60	35	—	—
Magmette Mk IV	62–65	0	50	35	15	2.0005–10	1.8759–64	.0010–27	.0010–27	10–20–30–40	10–20–30–40	40	70	35	15	—
MGB	63–65	16	56	51	21	2.126	1.876	.001–27	.001–27	10–20–30–40	10–20–30–40	40	70	35	—	—
MG 1100	63–65	5[1]	45[1]	51[1]	21[1]	1.7505	1.625	.001–27	.001–25	10–20–30–40	10–20–30–40	40	60	35	—	—

[1] With .021 valve clearance.

MORRIS

Oxford Series II, III, IV, V	59–61	5	45	40	10	2.0	1.875	.0005–20	.0016	10–20–30–40	10–20–30–40	40–45	70	35	—	—
Minor 1000[4], 850	59–65	5	45	40[3]	10[3]	1.751	1.6256	.0015	.0006–16	10–20–30–40	10–20–30–40	40	65	33	—	—
Mini Cooper[1], Super[1]	62–65	5[2]	45	40	10	1.7505–10	1.6254–9	.0005–20	.0010–25	10–20–30–40	10–20–30–40	40	60	35	15	—
Oxford Mk VI	62–65	0	50	35	15	2.0005–64	1.8759–64	.0010–27	.0010–27	10–20–30–40	10–20–30–40	40	70	35	15	—
1100	63–65	5	45	51	21	1.7505	1.625	.001–27	.001–25	10–20–30–40	10–20–30–40	40	60	35	—	—

[1] Special versions of 850. [2] Cooper, 16–56–51–21. [3] '64 Minor 1000, 51–21. [4] To '64 only.

NSU

All	60–65	—	—	—	—	1	1	1	1	—	1	25	—	—	—	—

[1] Crankshaft and connecting rods replaced as assembly.

OLDSMOBILE

88, Super 88, 98	59–60	16[9]	45[9]	64[9]	20[9]	2.999–30	2.500	.0008–24[5]	.0005–26	.5–1–1.5–2[6]	2–10–20	60–80	90–120[7]	38–48	22–34	19–25
F-85 (215 V8)	61–63	22	58	60	20	2.298–9	1.999–2.0	.0008–24	.0002–22	1–2–10	1–2–10–20	45–55	65–70	30–35	25–30	18–24
88, Super 88, 89 (394 V8)	61–62	11[9]	59	59	20	2.999–30	2.500	.0005–21[1]	.0005–26	.5–1–1.5–2[6]	2–10–20	60–80	90–120[7]	32–42	22–34	19–25
88, Super 88, 98, Starfire (394 V8)	63–64	11[9]	59	59	25	2.999–30	2.4988–98	.0005–21[1]	.0005–26	.5–1–1.5–2[6]	2–10–12–20	60–80	90–120[7]	32–42	22–34	19–25
F-85 (225 V6)	64–65	24	81	72	43	2.2992	2.0	.0005–21	.002	1–2–10	1–2–10	65–70	65–70	30–35	25–35	25–35
F-85, Jetstar (330 V8)	64–65	12	58	60	24	2.4993–83	2.1248–38	.0005–21	.0005–26	.5–1–1.5–2[6]	2–10–12–20	60–80	60–80[2]	30–42	25–35	20–25
F-85 (Cutlass, 4-4-2 Opt.)	65	21	77	71	31	2.4985–95	2.248–38	.0005–21	.0005–21	.5–1–1.5–2[6]	2–10–12–20	60–80	60–80[2]	30–42	25–35	20–25
All 425 V8	65	21[8]	77	71	31	[13]	[14]	.0005–21[10]	.0008–18	.5–1–1.5–2[6]	2–10–12–30	60–80	60–80[2]	30–42	25–35	20–25

[1] No. 5, .0020–34 [2] No. 5 brg., 90–120. [3] '65, Nos. 1–4, .0005–31; No. 5, .0013–39. [4] '65, .0015–30. [5] No. 5, .0015–30. [6] Also 10 20.
[7] No. 5, 130–160. [8] Dynamic 88, Delta 88, 98 only; Jetstar, Starfire 24–82–74–26. [9] '60'–64 model 88, 14–50–54–16; '64s w/345 hp. engine, 21–77–60–20.
[10] Nos. 1–4; No. 5, .0020–34. [11] '65, 2.500. [12] '65, 2.4985–95. [13] 2.9993–3.0003. [14] 2.4988–2.5003.

PANHARD

PL17, PL17 Tiger	60–63	26–31	57–61	57–61	26–31	—	—	[2]	[2]	—	—	27[1]	16		—	—

[1] Cylinder/crankcase studs (integral cyl. heads used). [2] Roller bearings used.

PEUGEOT

403, 404[5]	59–65	0	37.5	37.5	0	1.772[1]	1.772	.0020–35[2]	.0012–24	10.2–18.1	[3] 11.8–19.7[4]	58–60c	50–58	31–35	—	—
404, 404 S/Wagon	64–65	0	30.5	35	4.5	2.339[6]	1.669	.002	.0015	11.8–19.7[4]	11.8–19.7[4]	58–60c	50–58	31–35	—	—
403, B7	65	0	37.5	37.5	0	2.161	1.77	.0007	.0007	1–2–3	1–2–3	—	—	—	—	—

[1] Centre, 2.008; rear, 1.968. [2] Centre and rear, .0020–31. [3] Centre and rear, 11.8–19.7. [4] Also 31.5.
[5] 404 to '63. [6] Front; No. 2, 2.306; No. 3, 2.251; No. 4, 2.211; No. 5, 2.015.

PLYMOUTH

LP1, MP1 (251 6 Cyl.)	59	12	44	50	6	2.50	2.12	.0005–15	.0005–15	[2, 3]	[2, 3]	70	85	45	25	25
LP2, MP2 (313 V8)	59	14	54	56	12	2.50	2.25	.0005–15	.0005–15	1–2–3–10–12[2]	1–2–3–10–12[2]	85	85	45	30	25
225 6 Cyl.	60–65	8[6]	44[6]	48[6]	TC[6]	2.75	2.187	.0005–15	.0005–15	1–2–3–10–12	1–2–10[1]	65	85	45	200[5]	10
313, 318 V8 (Std.)[1]	60–65	17[7]	47	55	9	2.5	2.125	.0005–15	.0005–15	1–2–3–10–12	1–2–10[1]	85	85	45	30	25

ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

MAKE & MODEL	YEAR	VALVE TIMING				BEARING DATA						TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted)				
		Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Undersizes Available (Thousandths)		Cyl. Heads	Bearings		Manifolds	
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings		Mains	Con. Rods	Int.	Exh.
PLYMOUTH—Continued																
361 V8	60–62	15[8]	57	57	15	2.63	2.37	.0005–15	.0005–15	1–2–3–10–12	1–2–10	70	85	45	30	30
383 V8	63–65	24	64	64	24	2.63	2.37	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	70	85	45	50	30
413 V8	65	24	64	64	24	2.75	2.37	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	70	85	45	50	30
	[1] 313 to '64 only. [2] 1–2–3–10–12–20–30–40. [3] MP1, Main, 1–2–10–20; con. rod, 1–2–10–20–30. [4] MP2, 1–2–10. [5] Inch-pounds. [6] '60, TC–52–40–8; '65, 10–50–50–6. [7] '62 SP2, '63 TP2 '64 VP2, 19–45–59–1. [8] '62 SP2, '63 TP2, 22–66–62–26; '64, 24–64–64–24.															
PONTIAC																
(Canadian Prod'n.)																
20, 22, 7000 (283 V8)	59–62	12.5[13]	57.5	54.5	15.5	2.2978–88	1.999–2.0	.001–3[12]	.001–3[11]	1–2–10–20–30	1–2–10–20	60–70	60–70	30–35	25–35	15–20[6]
7000 (6 Cyl.)	59–62	16	48	46.5	17.5	[4]	2.311–2	.001–3[10]	.001–3[11]	2–10–20–30	1–2–10–20	90–95	100–110	35–45	25–35	25–30[5]
7000 (348 V8)	59–61	18.5	60.5	68.5	25.5	2.498–9	2.199–2.2	.001–3[12]	.001–3	1–2–10–20–30	1–2–10–20	60–70	95–105	35–45	25–35	15–20[6]
7000 (327 V8)	62	12.5	57.5	54.5	15.5	2.2988	1.999–2.0	.0008–34	.0007–28	1–2–10–20	1–2–10–20	60–70	60–70	30–35	25–35	15–20[6]
7000 (6 Cyl.)	63–64	34	86	68	52	2.2983–93	1.999–2.00	.0008–19[3]	.0007–28	2–10–20–30	1–2–10–20	90–95	60–70	35–45	15–20[6]	15–20[6]
7000, 7500 (283, 327 V8)	63–65	32.3	87.3	74.3	45.3	2.2978–88[5]	1.999–2.00	.0008–24[3]	.0007–28	1–2–9–10–20	1–2–10–20	60–70	60–70	30–35	25–35	15–20[6]
7000 (409 V8)	63–64	38.3[2]	93.3	88.3	51.3	2.4977–87[1]	2.1988–98	.0018–34[1]	.0009–30	1–2–10–20	1–2–10–20	60–70	95–105	35–45	25–35	15–20[6]
7000, 7500 (6 Cyl.)	65	62	94	92.3	62.3	2.300	1.999–2.0	.0003–29	.0007–28	1–2–10–20–30	1–2–10–20	90–95	60–70	30–35	15–20[9]	15–20[9]
7500 (409 V8)	65	38.3[7]	93.3	88.3	51.3	2.500	2.198–9	.0006–32[8]	.0007–28	1–2–10–20	1–2–10–20	60–70	90–100	35–45	25–35	18–22
	[1] No. 5, 1 to 4, 2.4980–90; .0009–25; '64, .0009–45. [2] W/340 hp., W/425 hp., 110–154–193–143; '64 400 and 425 hp. 49.2–93.2–95.2–45.2. [3] '64, .0008–40; '65, No. 1–4, .0008–34, No. 5, .0010–36. [4] No. 1, 2.6835; No. 2, 2.7145–55; No. 3, 2.7455–65; No. 4, 2.7765–75. [5] '65, 2.300. [6] At ends; centre, 25–30. [7] 409 V8, 400 h.p., 50.8–94.8–97.8–47.8. [8] Nos. 1–2; No. 5, .0010–36. [9] Manifold clamp, outer; manifold, exh. to inlet, 20–25. [10] '60 models; 1 & 2 .0008–24; 3 & 4 .0010–26. [11] '60 models, .0007–27. [12] '60 models, .0008–34. [13] 4 bbl. carb., 2 bbl. 18–54–52–20.															
(U.S. Prod'n.)																
All Std. Trans.	59–60	22[9]	67	63	27	3.00	2.25	.0005–25	.0005–25	1–2	1–2	95	95[2]	45	40	30
All Auto. Trans.	59–60	30[14]	63	77	25	3.00	2.25	.0005–25	.0005–25	1–2	1–2	95	95[2]	45	40	30
23, 25, 26, 27, 2800 (Std. Trans.)	61–63	14[1,3]	58	48	24	3.00[3]	2.25	.0005–25	.0005–25	1–2	1–2	85–100	90–110[2]	40–46	30–45	20–35
All 389 eng. & 421 V8	64	22[1]	67	72	25	3.0[3]	2.25	.0002–17	.0005–25	1–2	1–2	95	95[2]	45	40	30
389 V8	65	22[4]	67[4]	72[4]	25[4]	3.0	2.25	.0002–5	.0005–25	1–2	1–2	95±5	100[6]	43	40	30
421 V8	65	23[5]	70[5]	78[5]	31[5]	3.25	2.25	.0002–5	.0014–25	1–2	1–2	95±5	100[6]	43	40	30
	[1] 23, 2500 w/HM and 2 bbl. carb., 22–67–63–27. 26, 27, 2800 w/HM and 3–2 bbl. option, 30–63–77–25. Note, 14 also applies. [2] 110–130 at rear main. [3] W/421 high output engine, 31–77–90–32; main brg. dia. 3.25. [4] 252, 256 series w/SM trans; all 389 engines w/auto. trans. & SM 389 w/prem. fuel opt., 30–63–77–25. [5] W/421 H.O. 3-2 bbl. carb., 31–77–90–32. [6] 120 at rear main. [8] No. 5, .0008–33. [9] 420E and 452E engines, 14–58–48–24. [14] 420A and 425A engines, 29–74–82–31.															
Tempest (4 Cyl., Std. Trans.)	61–63	14[1]	58	48	24	3.00	2.25	.0005–25	.0005–25	1–2	1–2	85–100	90–110[2]	40–46	30–45	20–35
Tempest (V8)	61–62	29	71	67	33	2.298	2.00	.0005–21	.0002–22	1–2	1–2	50–55	65–70	30–35	25–30	10–15
Tempest V8	63–65	22	67	72	25	3.00	2.25	.0005–20	.0005–25	1–2	1–2	85–100	90–110[2]	40–46	30–45	20–35
Tempest (6 Cyl.)	64–65	18	54	52	20	2.30	2.0	.0005–2	.0005–25[3]	1–2–10	1–2–10	85–100	60–70	30–35	15–25	20–35
Tempest GTO 389 V8 W/4 bbl. carb.	65	23[1]	70[1]	78[1]	31[1]	3.0	2.25	.0002–5	.0005–25	1–2	1–2	85–100	90–110[2]	40–46	30–45	20–35
	[1] W/3 2 bbl. carb., 31–77–90–32. [2] 110–130 at rear main. [3] '65, .0008–27. [4] 4 bbl. carb., also 10.25 CR with 2 SB carb. & AT 30–63–77–25. 2 SB carb. & AT 24–60–66–26.															
PORSCHE																
356A, 356B, 356C (1600 eng.)	59–65	5	43	43	5	1.9675–81[2]	2.2433–40	1	1	—	—	1	1	1	1	1
356A, 356B, 356C (1600 eng.)	59–65	15	50	50	15	1.9675–81[2]	2.2433–40	1	1	—	—	1	1	1	1	1
911	65	29	39	39	19	2.2458	2.2458	—	.0012–36	10–20–30	10–20–30	22–24	25	36	18	18
	[1] Workshop manual must be used. [2] Nos. 1, 2, 3; No. 4, 1.5736–41.															
RAMBLER																
American (L-head)	59–65	10	58	49	19	2.4794	2.095	.0010–15	.0010–15	1–2–10–12	1–2–10–12	57–60	66–70	27–30	—	20–25
195 OHV 6 Cyl.	59–64	12.5[5]	51.5[5]	53.5[5]	10.5[5]	2.4794	2.095	.0010–15	.0010–15	1–2–10–12	1–2–10–12	60–65[6]	66–70[6]	27–30	8–11	20–25[1]

Rebel and Classic V8s 20 Series	59–61	12.5	51.5	53.5	10.5	2.4991	2.2487	.0006–25	.0007–28	1–2–10–12	1–2–10–12	60–65	80–85[3]	46–50[4]	20–25	20–25
287, 327 V8s	59–65	12.5[7]	51.5[7]	53.5[7]	10.5[7]	2.4991	2.2487	.0006–25[2]	.0007–28	1–2–10–12	1–2–10–12	58–62[8]	80–85[3]	46–50[4]	20–25	20–25
199, 232 6 Cyl. OHV	65	12.5	51.5	53.5	10.5	2.4988–95	2.0948–55	.001–2	.0010–15	1–2–10–12	1–2–10–12	80–85	75–85	27–30	—	20–25

[1] Centre nuts: end, 8–10. [2] '65, .0006–30. [3] Rear, 50–55. [4] Oiled. [5] 10 Series with aluminum block, 15–55–55–15.
[6] '62–'64, 50–53; mains 55–58. [7] '62–'64, 12–51–53–10. [8] '59–'61, 60–65.

RENAULT

Dauphine, Gordini, Caravalle[4]	59–65	6	30[2]	45	7	1.5749	1.4961	.0004–10[1]	.0010–16[1]	10–20–40	10–20–40	47	47	25	11	15[3]
Caravelle S-4	63–65	10	46	46	10	1.811	1.731	.0005–10	.0010–16	10–20–40	10–20–40	45	45	35	11	15[3]
R4	62–65	6	30	45	7	1.575	1.496	.0004–10	.0010–16	10–20–40	10–20–40	45	45	25	11	15[3]
R8	63–65	10	34	46	10	1.811	1.731	.0005–10	.0010–16	10–20–40	10–20–40	45	45	35	11	15[3]

[1] Grinding tolerances. [2] Gordini and Caravelle, 7–45–45–7. [3] Ends 10, center 10–15. [4] and Estofette.

RILEY

One-Point-Five	59–61	5	45	40	10	2.0	1.875	.0005–20	.0016–30	10–20–30–40	10–20–30–40	40–45	70	35	—	—
2.6	59	5	45	40	10	2.3744	2.0	.0013–28	.0005–20	10–20–30–40	10–20–30–40	75	75	50	—	—
4/Sixty Eight	59–61	5	45	40	10	2.0	1.875	.0005–20	.0016–30	10–20–30–40	10–20–30–40	40–45	70	35	—	—
4/72	62–65	0	50	35	15	2.0005–10	1.8759–64	.0010–27	.0010–27	10–20–30–40	10–20–30–40	40	70	35	15	—

ROVER

75	59	9	45	42	16	2.00	1.875	.0010–25	.0010–25	10–20–30–40	10–20–30–40	55[1]	80	40	—	—
90	59	9	45	42	16	2.00	1.875	.0010–25	.0010–25	10–20–30–40	10–20–30–40	55[1]	80	40	—	—
105R, 105S	59	9	45	42	16	2.00	1.875	.0010–25	.0010–25	10–20–30–40	10–20–30–40	55[1]	80	40	—	—
3 Litre (and 100 to 64)	59–65	17.5	40.5	52.5	27.5	2.25	—	.0010–25	.0010–25	10–20–30–40	10–20–30–40	30–50	75	30	—	—
2000	65	18	42	48	12	2.5	2.0	.0010–25	.0010–25	—	—	50	65	30	—	—

[1] 7/16 in. studs; 3/8 in., 33.

SIMCA

Aronde, "5"	59–62	12	60	52	20	1.7713[3]	1.732	.001–2[4]	.0015–35[5]	[1]	4–10–20–30[2]	43[6]	33[6]	18[6]	18	18
Vedette	59–60	5	44	48	3	2.098	1.755	—	—	—	—	30	51–54	23	14	14
1000	63–65	16.5	58	60.5	14	1.884–5	1.496	.0013–33	.0008–30	—	—	45	47	17	12	15

[1] .0039, .0098, .0197, .0295, .039; centre mainbearing .008, .012, .016. [2] Also 40.
[3] '61, 1.885. [4] '61, .001–3. [5] '61, .0008–28. [6] '61, cyl. head, 47; main bearings, 29; con. rods, 20.

SINGER

Gazelle Series III	59	10	45	46	9	2.2495	1.8760	.0007–25	.0005–20	20–40	20–40	41–43	50–60	17	—	—
Gazelle Series IIIA, IIIB[1]	60–61	10	45	46	9	2.2495	1.8760	.0007–25	.0015–20	20–40–60	20–40–60	45	50–60	19–21	—	—
Gazelle Series IIIB[2]	61	10	45	46	9	2.2490–5	2.0005–10	.0007–25	.0015–20	20–40–60	20–40–60	45	50–60	23–25	—	—

[1] Up to eng. nos. B7040943 (std. trans.), B7041000 (auto. trans). [2] Eng. nos. B7040943 (std. trans.), B7041000 (auto. trans.) onward. C/shaft webs stamped "EN9".

SKODA

440, 450, Octavia, Felicia	59–60	13.5	53.8	57	16.8	1.89	1.77	.0019–27	.00224	1.858[1]	1.738[1]	43	38	26	8	8
445, 1201	59	13.5	53.8	57	16.8	1.89	1.77	.0019–45	.00224	1.858[1]	1.738[1]	43	38	26	8	8
All (to '64), Combi (to '65)	61–65	3[2]	45[2]	47[2]	90[2]	1.89	1.77	.0014–21[3]	.0013–25	10–20–30	10–20–30	43	36	24	8	8
1000 MB	65	11	42	40	13	1.97	1.77	.0004–12	.0004–10	—	—	—	—	—	—	—

[1] Max. permissible undersize for regrinding. [2] Touring Sport and Felicia, 9, 51, 44, 16. [3] All Octavia models, .0019–45.

STANDARD

Vanguard, Ensign	59–62	10	50	50	10	2.4790–5	2.0860–6	.0010–25	.0016–35	10–20–30–40	10–20–30–40	60–65	85–90	50–55	22–24	22–24
Vanguard Six	61–62	18	58	58	18	2.001	1.875	.001	.001	10–20–30	10–20–30	38–42	55–60	42–46	14–16	22–24

STUDEBAKER

259 & 289 V8s	59–64	11	54–6	51.6	14	2.50	2.00	.0005–25	.0005–20	1–2–10–20–30	1–2–10–20	55–65	85–95	52–54	26–30	25–30
170–6 Cyl.	59–64	15	49[3]	54[4]	10	3.0625	1.8125	.0005–20	.0005–20	1–2–10–20–30	1–2–10–20	46–50	85–95	28–32	25–30	25–30
Avanti 289 V8	63–64	17	63	56	24	2.5	2.0	.0008	.00025	1–2–10–20–30	1–2–10–20	55–65	85–95	52–54	26–30	25–30
Commander, Cruiser 6 Cyl.	65	62	94	92.5	63.5	2.3004	1.999–2.0	.0003–29	.0007–27	1–2–10–20	1–2–10–20	90–95	60–70	35–45	25–30	25–30
Commander, Daytona, Cruiser V8	65	32.5	87.5	74.5	45.5	2.3004	1.999–2.0	.0003–29	.0007–27	1–2–10–20	1–2–10–20	60–70	60–70	30–35	25–35	18–22

[3] 50 deg. 36 min. from '61. [4] 55 deg. 36 min. from '61.

SUNBEAM

Rapier Series I, II	59–60	11	55	53	13	2.2490–5	1.8755–60	.0007–25[1]	.0005–20	20–40–60	20–40–60	45[2]	50–60	17–21	—	—
Alpine Series I, Rapier Series III	60–61	14	52	56	10	2.2490–5	1.8755–60	.0015–20	.0015–20	20–40–60	20–40–60	45[3]	50–60	19–21	—	—
Alpine II, III, IV, Rapier IIIA, IV	61–65	14	52	56	10	2.2490–5	2.000–05	.0025	.0015–20	20–40–60	20–40–60	45[3]	50–60	23–25	—	—
Imp Sedan	64–65	6	46	46	6	1.875	1.625	.0010–.27	.0010–.27	20–40	20–40	36[3]	41[4]	17–19	6[4]	6[4]

ENGINE-VALVE TIMING, BEARING DATA, TORQUE SPECIFICATIONS

MAKE & MODEL	YEAR	VALVE TIMING				BEARING DATA						TORQUE SPECIFICATIONS (Clean unlubricated threads except as noted)				
		Intake		Exhaust		Crankshaft Journal Diameters		Fitting Clearances (Diameter)		Undersizes Available (Thousandths)			Bearings		Manifolds	
		Opens °BTC	Closes °ABC	Opens °BBC	Closes °ATC	Main Bearings	Con. Rod Bearings	Main Bearings	Con.Rod Bearings	Main Bearings	Con. Rod Bearings	Cyl. Heads	Mains	Con. Rods	Int.	Exh.
SUNBEAM—Continued																
Minx Deluxe Sedan	65	10	45	46	9	2.2490–5	2.0005–10	.0010–25	.0015–20	20–40–60	20–40–60	45[2]	50–60	23–25	—	—
Tiger 260	65	21	51	57	15	2.2485	2.123	.0007–30	.0009–29	2–10–20–30	2–10–20–30	68	65	44	14	16
[1] Series I; series II, .0015–.0020. [2] Hot. [3] Cold. [4] Threads lightly oiled.																
THUNDERBIRD																
352	59–60	22	68	68	22	2.748	2.438	.0007–29	.0009–28	2–10–20–30	2–10–20–30	80–90	95–105	45–50	23–28	23–28
430 Engine	59–60	22	68	63	27	2.899	2.599	.0009–29	.0006–26[1]	2–10–20–30	2–10–20–30	95–105	95–105	45–50	30–35	15–21
390 Engine	61–65	26	64	67	23	2.748–9	2.438	.0010–31[3]	.0010–28[3]	2–10–20–30[2]	2–10–20–30[2]	80–90[4]	95–105[4]	40–45	32–35	23–28[5]
[1] .0007–28 in '60. [2] Also 40. [3] '64 Main brgs. .0006–27, rod brgs. .0007–28; '65 rod brgs. .0019. [4] Oiled threads. [5] '64–65, 12–18.																
TRIUMPH																
TR3	59–62	15	55	55	15	2.4790–5	2.0860–6	.0010–25	.0016–35	1[5]–20–30–40	10–20–30–40	100–105	85–90	55–60	22–24	22–24
Sedan, Wagon, Pennant, Herald	59–62	10	50	50	10	2.001–5	1.6250–5	.0005–20	.0005–20	10–20–30–40	10–20–30–40	38–42	55–60	42–46	18–20	18–20
TR4	62–65	17	57	57	17	—	—	.0015	.0028	—	—	—	—	—	—	—
Herald 1200, Spitfire 4	63–65	12	52	52	12	2.001	1.625	.0005	.0005	10–20–30	10–20–30	38–42[1]	53–60	42–46	18–20	18–20
Sports Six	63–65	12	52	52	12	2.001	1.875	.0005	.0005	10–20–30	10–20–30	42–46	55–60	42–46	14–16	22–24
2000	64–65	18	58	58	18	2.001	1.875	.001	.001	10–20–30	10–20–30	42–6	55–60	42–6	14–16	22–4
[1] Spitfire, 42–46.																
VALIANT																
170, 225 6 Cyl.	60–65	8[3]	44	48	TC	2.75	2.187	.0005–15	.0005–15	1–2–10[2]	1–2–10[2]	65	85	45	16.6[1]	10
273 V8	64–65	14	46	58	2	2.50	2.125	.0005–15	.0005–15	1–2–3–10–12	1–2–3–10–12	85	85	45	30	25
[1] U.S. built '63 TV1, 15 ft. lb. [2] '63, '65, 1–2–3–10–12. [3] '65, 225, 10–50–50–6.																
VAUXHALL																
Vic'r, Env., Vel., Cresta	59–60	19.6	60.6	51.6	28.6	2.1218	1.8740–50	.0008–27[1]	.0005–25	10–20–30–40[5]	5–10–20–30[3]	63–73	55–60[4]	20–23[4]	13–15	13–15
Velox, Cresta	61–63	4[8]	40	51	44	[7]	2.060–1	.0015	.0010–32	1–10–20–30	5–10–20–30	80–85	80–85	40–43	13–15	13–15
Victor, Envoy, CA & EA Vans	61–63	19.6	60.6	51.6	28.6	2.1218	1.8725–35	.0008–27[1]	.0005–25	10–20–30–40[5]	5–10–20–30	63–73	55–60[4]	20–23[4]	13–15	13–15
Viva, Epic	64–65	39	93	65	45	2.1255–60	1.7722–34	.0010–25	.0010–29	10–20–30	5–10–20–30	38–43	55–60	24–26	14	14
Victor, Envoy	64–65	29.6	76.1	71.6	34.1	2.1218	1.874–5	.0008–27[1]	.0014–34	10–20–30	5–10–20–30	63–73	55–60[4]	20–34[4]	13–15	13–15
[1] Nos. 1 & 3; No. 2, .0008–22. [2] Also 50, 60. [3] Also 40, 50, 60 up to '59 models. [4] Oiled threads. [5] '60 models, 10–20–30; also 60 on Victor, Envoy and Bedford CA. [7] 2.4993–2.5003. [8] '62, '63, 19.5–71.2–66.5–28.4.																
VOLKSWAGEN																
All	59–60	2.5	37.5	37.5	2.5	1.9685[1]	1.9685	.0019–40	.0007–30	10.1–20.3	10.1–20.3	26–27	[2]	36	—	—
1200 Sedan, Karmann Ghia	61–65	4[6]	32	41	1	2.1654[1]	2.1654	.0019–40	.0007–30	10.1–20.3	10.1–20.3	22	[2]	36	—	—
1500 Sedan, Karmann Ghia[7]	63–65	1	32	38	0	2.1654[4]	2.1654	.0018–41[5]	.0006–29	10.1–20.3	10.1–20.3	22–23	[3]	36	—	—
Transporter, Van and Comb.	64–65	7.5	37	44.5	4	2.165	2.165	.0018–41	.0006–29	10.1–20.3	10.1–20.3	22–3	[3]	36	—	—
[1] No. 4, 1.5748. [2] Crankcase studs, 10mm, 22 ft. lb.; 12mm, 25 ft. lb.; 8 mm, 14 ft. lb. [3] 12 mm. c'case studs 24–26, 8 mm. 14 ft. lb. [4] No. 4, 1.5748. [5] No. 4, .0019–.004. [6] '64, 6–35.5–42.5–3. [7] Also 1500 Station Wagon and Sedan, Ghia S/Wagon w/twin carb. eng.																
VOLVO																
B16A, B16B, B16D Eng.	59–61	[1]	—	—	—	2.124	1.8736	.0005–25	.0020–34	10–20–30–40	10–20–30–40	50–60	60–70	30–35	—	—
B18 Engine models	62–65	[1]	—	—	—	2.498	2.13	.001–3	.0015–30	10–20–30–40[2]	10–20–30–40[2]	61–68	87–94	38–42	—	—
[1] B16A, B16D, B18D, 10 deg. ATC; B16B, B18B, TDC, w/valve clearance at .045. [2] And 50.																
WOLSELEY																
6/90 Series I, II, 6/99	59–61	5	45	40	10	2.3744	2.0	.0013–28	.0005–20	10–20–30–40	10–20–30–40	75	75	50	—	—
15/60	59–61	5	45	40	10	2.0	1.875	.0005–30	0016–30	10–20–30–40	10–20–30–40	40–45	70	35	—	—
16/60, 6/110[1]	62–65	0	50	35	15	2.0005–10	1.8759–64	.0010–27	.0010–27	10–20–30–40	10–20–30–40	40	70	35	15	—
6/110	63–65	5	45	51	21	2.374	2.00	.002	.0015	10–20–30–40	10–20–30–40	75	75	50	—	—
[1] '62 only.																



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VALVE SERVICING

MAKE & MODEL	YEAR	Valve Face Angle		Valve Seat Angle		Stem to Guide Clearance†		Tappet Clearance		Valve Lift		Seat Reconditioning				Oversize Valve Stems or Repl. Guides	Spring Pressure*
												Stone dia & angle		Seat Width			
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.		
ACADIAN																	
4 and 194 6 Cyl.	62–65	45	45	46	46	.0019	.0023	—	—	.3973[2]	.3973[2]	1⅞–45	1⅝–45	.031–62	.062–94	OVS[1]	84/92–1.660
230 6 Cyl. (Beaumont)	64–65	45	45	46	46	.0019	.0023	—	—	.3318[3]	.3318[3]	1⅞–45	1⅝–45	.031–62	.062–94	OVS[1]	84/92–1.660
283 V8 (All)	64–65	45	45	46	46	.0019	.0023	—	—	.3987[4]	.3987[4]	1⅞–45	1⅝–45	.031–62	.062–94	OVS[1,5]	78/86–1.660
	[1] .003, .015, .030. [2] '62–'65 4-cyl; '65 6-cyl., .3318; '62–'64 6 cyl., .335 int. & exh. [3] '64, .407 int. & exh. [4] '65 w/350 h.p eng., .4471 int. & exh. [5] W/327 V8, int. .0035, .0155, .0305; exh. .003, .015, .030.																
AUSTIN																	
A35, A40[9], 850, Sprite I, II, III	59–65	45	45	45	45	.0018[2]	.0015[3]	.012H	.012H	.2854	.2854	1¼–45[7]	1¼–45[7]	—	—	RG	37.5–1.297[8]
A55 Cambridge	59	45	45	45	45	.0020	.001–2	.015	.015	.322	.322	1½–45	1⅜–45	—	—	RG	77.5–
A95, A105 Westminster	59	30	45	30	45	.0020	.001–2	.012	.012	.315	.315	1⅞–30	1¾–45	—	—	RG	77.5–
Austin-Healey 100-Six	59	30	45	30	45	.0020	.001–2	.012	.012	.315	.315	1⅞–30	1½–45	—	—	RG	54–1.607[1]
A55 Cambridge Mk II	59–61	45	45	45	45	.0020	.002–3	.015	.015	.312	.312	1½–45	1⅝–45	—	—	RG	77.5
Austin-Healey 3000, 3000 Mk II	59–65	45	45	45	45	.0020	.001–2	.012H	.012H	.3145	.3145	1⅞–45	1½–45	.094	.207	RG	55.7[5]
A99, A110 Westminster	60–65	30	45	30	45	.0025	.0025	.012	.012	.314	.314	1⅞–30	1¾–45	.094	.2025	RG	54.2[6]
Austin Cooper, Super	62–65	45	45	45	45	.0020	.002–3	.012	.012	.285[10]	.285[10]	1¼–45	1¼–45	—	—	RG	52.5[11]
A60 Cambridge	62–65	45	45	45	45	.0020	.002–3	.015	.015	.325	.325	1½–45	1¼–45	—	—	RG	79±2
1800	65	—	—	45½	45½	.0020	.0025	.015C	.015C	.352	.352	—	—	—	—	RG	72–1.5625
	[1] Outer, inner, 25–1.517. [2] A40, Sprite, .0015–25; 850, .0015. [3] A40, Sprite, 850, .002–3. [4] Sprite Mk I, 28; Mk II .318. [5] Outer; inner, 26.0. [6] Outer; inner, 25–3; '63 A110, inner 25–1.528, outer 67–1.618. [7] Except Sprite Mk II. [8] Sprite Mk II; inner 18, outer 52–1.291; 850, 52.5. [9] Farina and Mk II. [10] Cooper, .312. [11] '63's, 55–1.750.																
BMW																	
1800, 1800TI	64–65	45	45	45	45	.001–2	.0016[1]	.006–8	.006–8	.2756	.2756	—	—	.063–79	.079–95	RG	28.9–1.06[2]
	[1] To .0028. [2] Outer 109–1.14.																
BORGWARD																	
All	59–61	45	45	45	45	.3543[1]	.3543[1]	.008H	.008H	.335	.335	1⅝–45	1½–45	.059–78	.059–78	RG	32.63–1.673[2]
	[1] Valve guide bore. Wear limit .0059 in. [2] Outer spring. Inner, 17.16–1.484																
BUICK																	
4400, 4600, 4700, 4800	59	45	45	45	45	.0025	.003–5	—	—	.423	.423	2–45	1⅝–45	—	—	—	39/44–1.6[6]
4400	60	45	45	45	45	.001–3[7]	.002–4[8]	—	—	.403[9]	.403[9]	2–45	1⅝–45	.047–78	.047–78	—	39/44–1.6[6]
4600, 4700, 4800	60	45	45	45	45	.001–3[7]	.002–4[8]	—	—	.439	.441	2–45	1⅝–45	.047–78	.047–78	—	39/44–1.6[6]
215 V8 (Special)	61–63	45	45	45	45	[10]	.001–3[7]	—	—	.383	.383	1¾–45	1½–45	—	—	RG	64–1.640
4400, 4600, 4700, 4800	61–64	45	45	45	45	.002–3[7]	.002–4[8]	—	—	.439[12]	.441[12]	2–45	1⅝–45	.047–78	.047–78	—	42–1.600[6]
198 V6 (Special)	62–63	45	45	45	45	[10]	.001–3[11]	—	—	.385	.385	1¾–45	1⅝–45	—	—	—	64–1.640
225 V6	64	45	45	45	45	.001–3[1]	.002–3[4]	—	—	.391	.401	1¾–45	1½–45	.062	.062	OVS[15]	64/1.640
300 V8 (Special & 4400 Series)	64	45	45	45	45	.001–3[1]	.0015–35[4]	—	—	.401[5]	.401	1¾–45	1½–45	.062	.062	OVS[15]	64/1.640[5]
400, 401, 425 V8	65	45	45	45	45	.001–3[1]	.0025[4]	—	—	.431[17]	.431[17]	—	—	—	—	OVS[15]	46–1.640
	[1] Top; Bottom, .0015. [2] Series 40, 4400, 358. [3] Series 70, .378. [4] Top; Bottom, .002–.004. [5] '65 Sport wagon valve lift, int., .393, spring pressure 64–1.727. [6] Outer; inner, 25.5–1.69. [7] Top; bottom .0025–45. [8] Top; bottom .0035–55; '64 top .0015–35 bottom, .0025.45 [9] Std. trans, auto. trans. .443 int., .439 exh. [10] Top, .0005–25; bottom, .0015–35. [11] Top, bottom, .002–4. [12] 61 4400, .403; '63–'64, .431; '64 w/425 V8 int. .439, exh. .441. [15] .004 oversize. [17] W/425 V8, int. .439, exh. .441.																
CADILLAC																	
All	59–65	44	44	45	45	.0015[1]	.0018[2]	—	—	.450[3]	.450[3]	2⅛–45[4]	1⅝–45	.045–63	.045–63	RG	60/65–1.946
	[1] '64, .0005–25. [2] .0010–25. [3] '64, int. .427, Exh. .466. [4] '64, 1⅝–45.																
CHECKER																	
L-head Engine	61–63	30	44	30	44	[1]	.003–5	.014[3]	.014[3]	.284	.284	—	—	.094	.094	—	47/53–1.656
OHV Engine	61–63	30	44	30	44	[1]	[2]	.017[4]	.023[4]	.4088	.4088	—	—	.094	.094	—	73/79–1.817
230 6 Cyl. 283 V8	64–65	45	45	46	46	.001–2	.0023	—	—	.335[5]	.335[5]	1⅞–45	1⅝–45	.031–62	.062–94	OVS[7]	84/92–1.66[6]
	[1] .0012–30. [2] .0032–52. [3] Hot. [4] W/inlet water at 115–140F. [5] V8, .398 Int. & Exh. [6] V8, 78/86–1.66. [7] .003, .015, .030.																

CHEVROLET																		
Corvair, All (Std. Engine)	60–61	45	45[1]	45	45	.0018	.0023	—	—	.314	.344	1 3/8–45	1 3/8–45	—	—	RG	58/64–1.508	
Corvair All (high perf. Engine)	61	45	44	45	45	.0018	.0023	—	—	.380	.380	1 3/8–45	1 3/8–45	—	—	RG	69/79–1.696	
Corvair, All	62	45	45	46	46	.001–4	.002–5	—	—	.314[2]	.344[2]	1 3/8–45	1 3/8–45	—	—	RG	58/64–1.508[3]	
Corvair, All	63	44[4]	44	45	45	.001[5]	.001–4	—	—	.314[2]	.344[2]	1 3/8–45	1 3/8–45	—	—	RG	58/64–1.508	
Corvair, All	64–65	45	44[7]	45	45	.001–4	.002–5	—	—	.385[9]	.385[9]	1 3/8–45	1 3/8–45	.031–62	.062–94	[8]	78/86–1.660	

[1] 44 in '61 [2] Super Turbo Air, .378. [3] Turbo Air (Monza P.G.) and Super Turbo Air ,69/79–1.696.
[4] Super Turbo Air, 45–45–45–44. [5] To .027; Super .001–4. [6] Super 76–79–1.696. [7] Turbo charged eng., 45.
[8] Replaceable guides; .002–10–20 (except turbo charged eng.) also valve stem oversizes, .003–10–20. [9] 95 h.p. engine; all others .390.

Chevy II, 4 & 6 Cyl.	62–65	45	45	46	46	.0019	.0023	—	—	.3973[2]	.3973[2]	—	—	—	—	OVS[1]	84/92–1.660[3]	
Chevy II, 283, 327 V8	64–65	45	45	46	46	.0019	.0023	—	—	.3987	.3987	—	—	—	—	OVS[4]	78/86–1.66	

[1] .003, .015, .030. [2] '65 6 cyl., .3318; '62–'64 6 cyl., .335 int. & exh. [3] '65 6 cyl., 56/64–1.66; '62–'65 4 cyl., 78/86–1.660.
[4] W/327 V8, int. .0035–.0155–.0305; exh. .003–.015–.030.

Chevelle 194, 230 L-6 engine	64–65	45	45	46	46	.0019	.0023	—	—	.3318[1]	.3318[1]	—	—	—	—	OVS[2]	56/64–1.66[3]	
Chevelle 283, 327 V8	64–65	45	45	46	46	.0019	.0023	—	—	.3987[4]	.3987[4]	—	—	—	—	OVS[2,5]	78/86–1.66	

[1] '64 194 6 cyl., .335 int., exh.; '64 230 6 cyl., .407 int., exh. [2] .003, .015, .030. [3] '64, 84/92–1.66. [4] '65 w/350 h.p. eng.. .4471 int., exh.
[5] W/327 V8, int. .0035–.0035–.0155–.0305, exh. .003–.015–.030.

Corvette, all 327 V8	65	45	45	46	46	.0019	.0023	.030[1]	.030[1]	.4851[1]	.4851[1]	—	—	—	—	OVS[2]	78/86–1.66	
Corvette, all 396 V8	65	45	45	46	46	.0015	.0020	.020[3]	.024[3]	.500[3]	.496[3]	—	—	—	—	OVS	94/106–1.88[3]	

[1] 365, 375 h.p. engines only; 250, 300 h.p., hyd. lifters, lift .3987; 350 h.p., hyd. lifters, lift .4472. [2] Exh. .003–.015–.030; int. .0035–.0155–.0305.
[3] 425 h.p. eng; 325 h.p., hyd. lifters, lift .398; spring pressure 84/96–1.88.

(Standard size and Corvette to '64)																		
348 V8	59	44	44	45	45	.0019	.0026	—	—	.3987	.3987	2 1/16–45	1 7/8–45	.035–60	.062–93	OVS[6]	78/86–1.626	
6 Cyl.	59–62	30	45	31	46	.0019	.0022	—	—	.3275	.3275	2 1/4–30	1 3/4–45	.035–60	.062–93	RG	62/68–1.858	
283 V8	59–64	45	45	46	46	[14]	[14]	—	—	.3331	.3331	1 7/8–45	1 3/4–45	.035–60	.062–93	OVS[6]	71/79–1.696[8]	
283 V8 (Spec. camshaft)	59	45	45	46	46	.0019	.0026	.012H	.018H	.3938	.3998	1 7/8–45	1 3/4–45	.035–60	.062–93	OVS[6]	71/79–1.696	
348 V8 (Spec. camshaft)	59	45	45	46	46	.0019	.0026	.012H	.018H	.4058	.4120	2 1/16–45	1 7/8–45	.035–60	.062–93	OVS[6]	78/86–1.626	
348 V8 (Std cam, all trans)	60–61	45	45	46	46	.0019[13]	.0026	—	—	.3987	.3987	2 1/16–45	1 7/8–45	.035–60	.062–93	OVS[6]	78/86–1.626	
348 V8 (Spec cam, all trans)	60–61	45	45	46	46	.0019[13]	.0026	.008	.018	.4058	.4120	2 1/16–45	1 7/8–45	.035–60	.062–93	OVS	69/79–1.696[9]	
283 V8 (Corvette 4 bbl & dual 4 bbl	60–61	45	45	46	46	.0019[12]	.0023	—	—	.3987[10]	.3987[10]	1 7/8–45	1 3/4–45	.035–60	.062–93	OVS	69/79–1.696	
283 V8 (Corvette dual 4 bbl. &spec.cam)	60–61	45	45	46	46	.0019[12]	.0023	.012[11]	.018[11]	.3941[1]	.4001[1]	1 7/8–45	1 5/8–45	.035–60	.062–93	OVS	69/79–1.696	
All 6 Cyl.	63–64	45	45	46	46	.0018	.0024	—	—	.3349	.3349	1 7/8–45	1 5/8–45	.035–60	.062–93	RG	84/92–1.660	
All 6 Cyl.	65	45	45	46	46	.0021	.0018	—	—	.3318	.3318	—	—	—	—	OVS[6]	56/64–1.66	
283, 327 V8 (250, 300 h.p.)	59–65	45	45	46	46	.0021[14]	.0018[14]	—	—	.3987[1]	.3987[1]	—	—	—	—	OVS[6,19]	71/79–1.696[8]	
327 V8 (350, 365 h.p.)	65	45	45	46	46	.0021	.0018	[18]	[18]	.4471	.4471	—	—	—	—	OVS[6]	78/86–1.66	
409 V8 (340 h.p.)	61–65	45	45	46	46	[15]	[15]	.008[3]	.018[18]	.4005[7]	.4119[7]	—	—	—	—	OVS[6]	130/138–1.68[4]	
409 V8 (400 h.p.)	61–65	45	45	46	46	.0018	.0023	.025	.025	.5567	.5567	—	—	—	—	OVS[6]	94/106–1.74[20]	
396 V8 (325, 425 h.p.)	65	45	45	46	46	.0014	.0020	.020[2]	.024[2]	.500[2]	.496[2]	—	—	—	—	OVS[6]	94/106–1.88[2]	

[1] '59–'62, .333. [2] 325 hp., hyd. lifters, valve lift .398; spring pressure 84/96–1.88. [3] '63–'64, 340 hp., 84/92–1.66. [5] '63, 340, 360 hp. in. .008, ex. .018; [3] '63, 400 & 425 hp. in. .012, ex. .030; '64, w/400 & 425 hp., int. .012, exh. .020 [4] '63–'64, 340 hp., 84/92–1.66. [5] '63, 340, 360 hp. in. .008, ex. .018; '64 w/spec. cam, Corvette int. & exh .030. [6] .003–.015–.030. [7] '62 int. .4922, exh. .4735; '63–'64 int., .400, exh., .4119. [8] '60 Turbofire 76/84–1.696; '61, 69/79–1.696; '62, 84/92–1.66; '63–'65, 78/86–1.66. [9] Outer; inner 20/24–1.488. [10] Same for fuel injection w/std. cam. [11] Same for fuel injection w/spec. cam. [12] '61, .0024. [13] '61, .0034. [14] '59–64 int., .0010–27, exh., .0016–33. [15] '61–65 int., .0010–27; '61–'64 exh., .0025–42; '65 exh., .0015–32. [16] '64 w/spec. cam.; Corvettes Int. .3937, exh. .3997. [17] '64 Corvette, 2 1/8–45. [18] 365 hp. mech. lifters, .030 valve lash (hot). [19] 327 V8 int., .0035–.0155–.0305; exh., .003–.015–.030. [20] '64 400, 425 hp., 130/138–1.68.

CHRYSLER																		
C75, C76, LC2 (354 V8), LC3 (392 V8)	58	45	45	45	45	.002	.003	—	—	.389	.389	2 1/4–45[1]	1 3/4–45[2]	.0625	.047	OVS[5]	78/88–1.69	
MC1, MC2, MC3, PC1, PC2, PC3	59–60	45	45	45	45	.001–3	.002–4	—	—	.390	.390	2 1/4–45	1 3/4–45	.060–85	.040–60	OVS[5]	100–1.86	
RC1-2-3-, SC1-2-3, TC1-2, VC1-2[4]	61–65	45	45	45	45	.001–3	.002–4	—	—	.390[6]	.390[6]	2 3/8–45	1 3/4–45	.060–85	.04–6	OVS[5]	100–1.86	
TC3, TC2-300J, VC3, VC2-300K, AC3	63–65	45	45	45	45	.001–3	.002–4	—	—	.445[7]	.452[8]	—	—	.063–.094	.047–.063	OVS	100–1.86[3]	

[1] LC2, 2.125–45. [2] LC3, MC3, 2–45. [3] TC2-300J, VC2-300K, 90–1.86. [4] Also AC1-2. [5] .005–.015–.030. [6] '64–'65, .392.
[7] '64 VC3, .392, VC2-300K, .430; '65 AC3, .425. [8] '64 VC2-300K, 430; '65 AC3, .437.

CITROEN																		
ID-19, DS-19, Pallas	59–65	30	45	30	45	[3]	[3]	.008C	.010C	.390	.390	1 3/4–30	1 5/8–45	—	—	RG	53–1.456[1]	

[1] Outer; inner 11.5–.962. [3] .00078 in.

C—Cold. H—Hot. † Mean. * In pounds compressed to specified length (valve closed).

VALVE SERVICING

MAKE & MODEL	YEAR	Valve Face Angle		Valve Seat Angle		Stem to Guide Clearance†		Tappet Clearance		Valve Lift		Seat Reconditioning				Oversize Valve Stems or Repl. Guides	Spring Pressure*
												Stone dia & angle		Seat Width			
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.		
DAIMLER																	
SP 250	60–64	—	—	—	—	—	—	.012C	.012C	—	—	1¾–45	1⅝–45	—	—	RG	—
DATSUN-NISSAN																	
Datsun PL410 Series (72.5 eng.)	63–65	45	45	45.5	45.5	.0021	.0025	.014	.014	.228	.228	1.2–45[2]	1.23–45	.064	.064	RG	64–1.54[1]
Nissau LG31 & WPL31 (115 eng.)	63–65	44.5	44.5	45	45	.0021	.0025	.017	.017	.335	.335	1.5–45[2]	1.25–45	.063	.071	OVS	66–1.54[1]
Datsun SPL310; Sports; (90.7 eng.)	63–65	44.5	44.5	45	45	.0021	.0025	.017	.017	.335	.335	1.5–45[2]	1.23–45	.063	.071	OVS	66–1.54[1]
	[1] Outer; Inner, 29–1.46. [2] Eccentric stone.																
DE SOTO																	
MS2,MS3, PS3 (383 V8), RS1 (361 V8)	59–61	45	45	45	45	.001–3	.002–4	—	—	.390	.390	2⅛–45	1¾–45	.060–85	.040–60	OVS[5]	100–1.86
	[5] .005–.015–.030.																
DKW, AUTO-UNION																	
All DKW and Auto-Union models	59–64	NOT APPLICABLE—2 STROKE ENGINE															
DODGE																	
D67, LE2, ME2 (313 V8)	59	45	45	45	45	.002	.003	.008H	.018H	.374	.374	—	—	.060–85	.040–60	OVS[5]	72–1.69
LE1, ME1 (6 Cyl.)	59	45	45	45	45	.002	.004	.008H	.012H	.365	.365	1⅞–45	1¾–45	.060–85	.060–85	RG	42–1.75
361 V8	59–60	45	45	45	45	.001–3	.002–4	—	—	.390	.390	2⅜–45	1¾–45	.060–85	.040–60	OVS[5]	100–1.86
6 Cyl. (225 cu. in.)	60–65	45	43	45	47[4]	.001–3	.002–4	.010H	.020H	.362[6]	.345[6]	1⅞–45	1½–45	.060–85	.040–60	OVS[5]	53–1.69
313, 318, 361, V8[1]	60–65	45	45	45	45	.001–3	.002–4	.010H[7]	.018H[7]	.370[8]	.368[8]	2–45	1¾–45	.060–85	.040–60	OVS[5]	53–1.69
6 Cyl. (Dart TL1, VL1)[2]	63–64	45	45	47	45	.001–3	.002–4	.010	.020	.371	.364	1⅞–45	1⅝–45	.078–94	.047–63	OVS[5]	53–1.69
361, 383, 413 V8[10]	63–65	45	45	45	45	.001–3	.002–4	—	—	.430[3]	.430[3]	2¼–45	1¾–45	.063–94	.047–63	OVS[5]	100–1.86
VL2 (273 V8)	64	45	45	45	45	.001–3	.002–4	.013	.021	.395	.405	2.45	1¾–45	.060–85	.040–60	OVS[5]	53–1.69
	[1] 361 to '62 only, 313 to '64 only. [2] Not built or sold in Canada. [3] 361 V8 int., .392, exh.; .390; '64 VD2, 383 V8, int., .430, exh., .456; '65, 383-413 V8, .431 int. & exh. [4] '64 VD1, 45. [5] .005–.015–.030. [6] RD3, RW1, VD1, int., .371, exh., .364; AD1, int., .394, exh., .390. [7] 361 V8, hyd. lifters. [8] SD2 313 V8, .380 & .386; SD2 361 V8, .444 & .456; SD2-P (U.S. only) .430 in. & ex.; SD3 (U.S. only) .390 in. & ex.; 64, 313 V8 VD2, int. .380 exh. .386. [9] 361 V8, 100–1.86.																
EDSEL																	
6 Cyl.	59–60	45	45	45	45	.0017	.0030	.019H	.019H	.369	.369	2–45	1¾–45	.060–80	.070–90	OVS[1]	71/78–1.78
332, 361 Engines	59	30	45	30	45	.0017	.0033	—	—	.408	.408	2–45	1⅞–45	.060–80	.070–90	OVS[1]	94/104–1.82
292 Engine	60	45	45	45	45	.0017	.0035	.018H	.018H	.359	.357	1⅞–45	1¾–45	—	—	OVS[1]	71/79–1.78
	[1] .003, .015, .030.																
FIAT																	
600, 600D	59–64	45.5	45.5	45	45	.0015	.0015	.008–10H[3]	.008–10H[3]	—	—	1.06–45	1.06–45	—	—	RG	53–1.25
1100, 1200	59–64	45.5	45.5	45	45	.0016	.0016	.008–10H[4]	.008–10H[4]	—	—	1.41–45	1.41–45	—	—	RG	42–1.35[1]
2100	60–61	45.5	45.5	45	45	.0015	.0015	.008C	.008C	.3307	.3307	1.34–45	1.34–45	—	—	RG	65.9[2]
750	65	45.5	45.5	45	45	.0020	.0020	.006	.006	.295	.278	1.24	1.24	.050	.050	RG	—
1100D	65	45.5	45.5	45	45	.0020	.0020	.005	.005	—	—	1.28–45	1.28–45	.050	.050	RG	—
1500 Cabriolet	64–65	45.5	45.5	45	45	.0020	.0020	.008C	.008C	.3307	.3307	1.40–45	1.28–45	.050	.050	RG	65.9/1.968[2]
	[1] Outer; Inner, 14–1.219. [2] Outer; inner, 29.5. [3] '62-'64 600D, .006 cold in. & ex. (after engine 466801, .004 before). [4] '62-'64 models, .0039 cold.																
FORD																	
Falcon 6 Cyl.	60	45	45	45	45	.0016	.0024	.016H	.016H	.361	.359	1½–45	1⅝–45	—	—	OVS[1]	52–1.585
Falcon, 144, 170, 200 6 Cyl. eng.	61–65	44	44	45	45	[4]	[4]	.016H[3]	.016H[3]	.361[2]	.359[2]	1¾–45	1⅜–45	.070–80	.070–80	OVS[1]	54–1.585[5]
Falcon 260 V8	63–64	44	44	45	45	[4]	[4]	[3]	[3]	.380	.380	1¾–45	1⅝–45	.060–80	.060–80	OVS[1]	60–1.77
Falcon 289 V8	65	44	44	45	45	[6]	[6]	[3]	[3]	.368	.380	1⅞–45	1⅝–45	.060–80	.060–80	OVS[1]	71/79–1.78
	[1] .003, .015, .030 [2] '62-'63, .344; '64, .348. [3] '63-'65, hyd. lifters, .066–.216 clearance at valve stem tip w/ lifter collapsed; 260, 289 V8, .082–.152. [4] Int. .0008–25; exh. .0018–35. [5] '64 170 eng., 48/56–1.585; '65 engines, 51/57–1.59. [6] Int. .0010–27, exh. .0020–37.																

Fairlane 170 & 200 6 Cyl.	62–65	44	44	45	45	[2]	[2]	.016H[3]	.016H[3]	.344[8]	.344[8]	1¾–45	1⅜–45	.070–80	.070–80	OVS[4]	48/56–1.585[5]
Fairlane 221& 260 V8s	62–64	44	44	45	45	[2]	[2]	[1]	[1]	.380	.380	1¾–45	1⅝–45	.060–80	.060–80	OVS[4]	60–1.77
Fairlane 289 V8	64–65	44	44	45	45	.001–2	.002–3	[1,6]	[1,6]	.380[9]	.380[9]	1⅞–45	1⅝–45	.060–80	.060–80	OVS[4]	71/79–1.780[7]

[1] .082–.152 at valve stem tip-hyd. lifter collapsed. [2] Int. .0008–25; exh. .0018–35. [3] '63 W/hyd. lifters, .066–.216 clearance at valve stem tip w/lifter collapsed. [4] .003; .015, .030. [5] 200 eng. and '65 170 eng., 51/57–1.59. [6] 289 high perf. w/mech. lifters, int. & exh. .018H; '65, .020H. [7] High perf. 84/92–1.77. [8] '64–'65, .348. [9] '65, int. .368; '65 high perf., int. & exh., .457.

6 Cyl.	59–60	45	45	45	45	.0017	.0030	.019H	.019H	.369	.369	2–54	1⅝–45	.060–80	.070–90	OVS[4]	71/78–1.78
292 V8 (Imports)	59–60	45	45	45	45	.0017	.0030	.018H	.018H	.359	.357	2–45[7]	1⅝–45	.060–80	.070–90	OVS[4]	71/78–1.78
332, 352, 361 V8s	59–60	30	45	30	45	.0017	.0035	—	—	.408	.408	2⅛–30	1⅝–45	.060–80	.070–90	OVS[4]	94/104–1.82
6 Cyl.	61–64	44	44	45	45	[13]	[13]	.019H[2]	.019H[2]	.370	.370	2–45	1¾–45	.070–90	.070–90	OVS[4]	71/79–1.780[9]
292 V8	61–62	44	44	45	45	[13]	[13]	.018H	.018H	.377[11]	.375[11]	1¾–45	1⅝–45	.070–90	.070–90	OVS[4]	71/79–1.780[9]
332, 352, 390 V8s	61–64	44	44	45	45	[13]	[13]	.08–.18[14]	.08–.18[14]	.408	.408	2¼–45	1¾–45	.070–90	.070–90	OVS[4]	94/104–1.820[8]
406 V8 ('63), 427 V8 ('64)	63–64	29	29	30	30	[1]	[1]	.025H	.025H	.298[6]	.298[6]	2⅝–30	1¾–45	.070–90	.070–90	OVS[4]	80/90–1.82
260, 289 V8s (U.S. prod'n)	63–64	44	44	45	45	[12]	[12]	.08–.15[14]	.08–.15[14]	.380	.380	1⅞–45	1⅝–45	.060–80	.060–80	OVS[4]	57/63–1.77[10]
240 6 Cyl.	65	44	44	45	45	.0018	.0018	.08–.15[14]	.08–.15[14]	.376	.400	1⅞–45	1⅝–45	.060–80	.070–90	OVS[4]	76/84–1.700
352, 390 V8	65	44	44	45	45	.0017	.0017	.05–.15[14]	.05–.15[14]	.408	.408	2¼–45	1¾–45	.060–80	.070–90	OVS[4]	94/104–1.820[8]

[1] Int. .0010–24; exh. .0020–34. [2] '62-'63 Silent Lash, .025 clearance at valve stem tip w/eccentric spring compressed; '64 US prod'n have Silent Lash lifters; Can. prod'n, mech. lifters. [3] 352 and 361 engines, .241 Int., .244 Exh. [4] .003, .015, .030. [5] With solid tappets. [6] Cam lobe lift. [7] 1¾–45 in '60. [8] 390 V8, 74/84–1.820; 390 Police, 80/90–1.820. [9] '62-'64, 95/105–1.78. [10] 289 V8, 71/79–1.780. [11] '62, 360. in. & ex. [12] Int. .0008–25; exh. .0018–35. [13] Int. .0010–24; exh. .0028–42. [14] Clearance at valve stem tip w/hyd. lifter collapsed; 390 w/mech. lifters, .025H, int. & exh.

Mustang 170, 200 6 Cyl.	64–65	44	44	45	45	[1]	[1]	[2]	[2]	.348[3]	.348[3]	1¾–45	1⅜–45	.070–80	.070–80	OVS[4]	51/57–1.59[6]
Mustang 260, 289 V8s	64–65	44	44	45	45	[1]	[1]	[2]	[2]	.380[7]	.380[7]	1⅞–45	1⅝–45	.060–80	.060–80	OVS[4]	57/63–1.770[5]

[1] Int., .0008–25, exh. .0018–35; 289 V8, int. .0010–27, exh. .0020–37. [2] .066–.216 clearance at valve stem tip w/hyd. lifter collapsed; 260 & 289 V8s, .082–.152; high perf. 289 V8, solid lifters, lash .018H. [3] '65 200 eng.; '64, .232. [4] .003, .015, .030. [5] 289 V8, 71/79–1.780; high perf. 84/92–1.770. [6] '64, 48/56–1.585. [7] '64 260 eng., .2375; 289 eng., .230.

FORD (British)

All L-head	59	45.25	45.25	45	45	.0019	.0028	.012C	.012C	.28	.28	1¼–45	1¼–45	.062–93	.062–93	RG	20.5/26.5–1.80
Consul 375, Zephyr, Zodiac	59–61	45	45	44.5	44.5	.0016	.0020	.014C	.014C	.35	.35	1¾–45	1⅜–45	—	—	OVS[1]	102/112–1.27
Anglia, Consul (60 cu. in. eng.)	60–65	45	45	45	45	.0019	.0028	.010H[3]	.017H[3]	.289	.290	1½–45	1¼–45	—	—	OVS[2]	42.5/47.5–1.26
Anglia, Cortina (73 cu. in. eng.)	63–65	45	45	45	45	.0019	.0028	.008C	.018C	.315	.319	—	—	[4]	[4]	OVS[2]	46.5–1.263

[1] .003, 015, 030. [2] .003, .015. [3] Cold settings, int. .008, exh. .018. [4] Inserts used.

FORD (German)

Taunus 12M & 17M	59–61	45	45	45	45	.0018	.0022	.010–12C	.013–15C	.323	.323	1¼–45[1]	1¼–45[1]	—	—	OVS	57.5/64–1.634

[1] 17M, 1⅝–45 Int., 1⅜–45 Exh.

HILLMAN

All	59–61	45	45	45	45	.0022	.0033	.012H	.014H	—	—	1½–45	1⅜–45	.050–60	.050–60	RG	53.7–1.58[1]
All	61–65	45	45	45	45	.0022	.0037[2]	.012H	.014H	—	—	1½–45	1⅜–45	.050–70	.050–70	RG	53.7–1.58[1]

[1] Outer; inner, 26.6–1.46, spring free lengths quoted. [2] '62–'63, models, .0025–40.

HUMBER

Super Snipe, I-V, Imperial	59–65	45	45	45	45	.001–3	.002–4	.014H	.014H	—	—	1¾–45	1½–45	.050–70	.050–70	RG	75–1.65[1]

[1] Series IV, V, Imperial; outer, 51.5–1.65; inner, 24–1.53, spring free length quoted.

IMPERIAL

All	59–65	45	45	45	45	.001–3	.002–4	—	—	.425[3]	.437[3]	2¼–45[2]	2–45[2]	.060–85	.040–60	OVS[1]	100–1.86

[1] .005–.015–.030. [2] PY1, RY1, VY1, In. 2¼–45, Ex. 1¾–45; SY1, In. 2⅜–45, Ex. 1¾–45. [3] '59–'64, .390 int. & exh.; '64, VY1, int. .392.

JAGUAR

XK140, Mk VII, 2.4	59	30	45	30	45	.002–4	.002–4	.004	.006	.375	.375	1⅞–30	1⅝–45	.100	.125	RG	30.3–1.219[1]
3.4, Mk II and 3.8 Engines	59–65	45	45	45	45	.002–4	.002–4	.004C	.006C	.375	.375	1⅞–45	1¾–45	.100	.100	RG	30.3–1.219[1]

[1] Inner; outer 48.4–1.313.

KAISER-JEEP

4-63 (to '64), 4-75 Engines	59–65	—	—	45	45	.0015	.0035	.016[2]	.016	.351[3]	.351	2¼–45	1¾–45	—	—	RG	53–2.109[4]
6-226 Engine	59–64	30	45	30	45	.001–3	.002–4	.014C	.014C	.284	.284	1¾–30	1½–45	.085	.085	RG	51–1.672
6-230 OHC Engine	63–65	45	45	45	45	.001–3	.002–4	.008[1]	.008	.375	.375	2⅛–45	1¾–45	.085	.085	RG	57–1.26
8-327 Engine	65	29	44	30	45	.0020	.0020	—	—	.375	.375	2–30	1⅝–30	.078–93	.078–93	RG	85/91–1.8125

[1] Early models, intake .010, exhaust .012. [2] 4-75 engine, .018. [3] 4-75 engine, .260. [4] 4-75 engine, intake valve, 73–1.66.

C—Cold. H—Hot. † Mean. * In pounds compressed to specified length (valve closed).

VALVE SERVICING

MAKE & MODEL	YEAR	Valve Face Angle		Valve Seat Angle		Stem to Guide Clearance†		Tappet Clearance		Valve Lift		Seat Reconditioning				Oversize Valve Stems or Repl. Guides	Spring Pressure*
												Stone dia & angle		Seat Width			
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.		
LAND ROVER																	
Series II, IIA 2¼ litre	59–65	30	45	30	45	.001–3	.001–3	.010H	.010H	.257	.257	1⅞–30	1⅝–45	—	—	RG	47–1.50[2]
Seres II 2 litre, 2¼ litre Diesels	59–65	45	45	45	45	.001–3	.001–3	.010H	.010H	.262	.279	—	—	—	—	RG	47–1.50[2]
	[1] Outer; inner, 10–1.469. [2] Outer; inner, 18–1.37; Inner & outer spring interference fit.																
LINCOLN CONTINENTAL																	
All	59–60	45	45	45	45	.0017	.0035	—	—	.4076	.4076	2¼–45[2]	1⅞–45[3]	.070–90	.070–90	OVS	66/77–1.83
All	61–65	44	44	45	45	.0013	.0025	—	—	.4076	.4076	2¼–45	1⅞–45	.070–90	.070–90	OVS[4]	65/75–1.640
	[2] 2–45 in '60. [3] 1¾–45 in '60. [4] .003, .015, .030.																
MERCEDES-BENZ																	
180D, Db	59–62	44.75	44.75	45.25	45.25	.0018	.0020	.008C	.006C	—	—	—	—	.049–78	.049–78	RG	60.7–2.047
180, 180c, 190, 190c, 190SL	59–62	44.74	44.75	45.25	45.25	.0016	.0023	.004C	.008C	—	—	1⅞–45	1⅝–45	.049–78	.049–78	RG	19.62–1.346[1]
220S, 220SE	59	44.75	44.75	45.25	45.25	.0019	.0022	.003C	.008C	—	—	1¾–45	1⅝–45	.05–8	.05–8	RG	19.5–1.35[1]
300D	59–63	44.75	44.75	45.0	45.0	.002	.0023	.004C	.008C	—	—	2⅛–45	1¾–45	.059–78	.059–78	RG	26–1.8819[2]
300SL	59–63	44.75	44.75	45.0	45.0	.00197	.00276	.004C	.008C	—	—	2⅛–45	1¾–45	.079–.118	.079–.118	RG	53–1.527[3]
220b, Sb, SEb	60–65	44.75	44.75	45.25	45.25	.0019	.0022	.003C	.006C	—	—	1¾–45	1–5⁄8–45	.049–78	.049–78	RG	—
190D, 180Dc, 190Dc	62–65	45	45	45	45	.0018	.0020	.006	.012	—	—	1⅝–45	1⅝–45	.049–78	.049–78	RG	50.7–1.511
219, 220S	62–65	45	45	45	45	.0019	.0022	.005	.008	—	—	1¾–45	1⅝–45	.049–78	.049–78	RG	50.7–1.511
230SL	63–65	45	45	45	45	.0012	.0020	.003	.007	—	—	—	—	.049–78	.049–78	RG	220–1.236[4]
	[1] Inner spring; outer, 51–1.51. [2] Inner spring; outer, 82.23–1.9842. [3] Inner spring; outer, .158.3–1.677. [4] Inner spring; outer 62.4–1.575.																
MERCURY (Monarch to '61)																	
Comet, All 6 Cyl	60–65	44	44	45	45	5	5	.016H[4]	.016H[4]	.361[2]	.359[2]	1¾–45	1⅜–45[3]	.070–80	.070–80	OVS[1]	48/56–1.585[6]
Comet 260, 289 V8s	63–65	44	44	45	45	5	5	4	4	.380[9]	.380	1¾–45[7]	1⅝–45	.060–80	.060–80	OVS[1]	60–1.77[8]
	[1] .003, .015, .030. [2] '62–'63, .344; '65, .348. [3] '60–'61, 1½–45. [4] '63–'65, hyd. lifters, .066–.216 (260, 289 V8s, .082–.152) clearance at valve stem tip w/lifter collapsed. [5] Int., .0008–25; exh., .0018–35; 289 V8, int. .0010–27, exh. .0020–37. [6] 170 eng., 200 eng. 51/57–1.590. [7] 289 V8, 1⅞–45. [8] 289 V8, 71/79–1.780. [9] '65, .368.																
Meteor 170 & 200 6 Cyl	62–63	44	44	45	45	2	2	.016H	.016H	.344	.344	—	—	.070–80	.070–80	OVS	54–1.585
Meteor 221 & 260 V8s	62–63	44	44	45	45	2	2	1	1	.380	.380	—	—	.060–80	.060–80	OVS	60–1.77
Meteor 223 6 Cyl	64	44	44	45	45	4	.0035	.019H	.019H	.370	.370	2–45	1¾–45	.070–90	.070–90	OVS[5]	95/105–1.780
Meteor 352, 390 V8s	64–65	44	44	45	45	4	4	.08–.187	.08–.187	.408	.408	2¼–45	1¾–45	.070–908	.070–90	OVS[5]	94/104–1.8206
Meteor 240 6 Cyl	65	44	44	45	45	.0018	.0018	.08–.157	.08–.157	.376	.400	1⅞–45	1⅝–45	.060–80	.070–90	OVS[5]	76/84–1.700
	[1] .082–.152 at valve stem tip-hyd lifter collapsed. [2] Int. .0008–25; exh. .0018–35. [3] '63, .067–.200 clearance at valve stem tip w/hyd. lifter collapsed. [4] .0010–24; '64 exh., .0028–42. [5] .003, .015, .030. [6] 390 V8, 74/84–1.820. [7] At valve stem w/hyd. lifter collapsed; '65 V8, .050–.15. [8] '65, .060–80.																
383, 430 V8s	59–60	45	45	45	45	.001–2	.0035	—	—	.4076	.4076	2¼–45	1⅞–45	.080	.080	OVS[3]	66/77–1.83
292 V8	61–62	44	44	45	45	9	9	.019H[6]	.019H[6]	.377[7]	.375[7]	—	—	.070–90	.070–90	OVS[3]	71/79–1.7808
352, 390 V8s	61–65	44	44	45	45	9	9	.08–18[10]	.08–18[10]	.408	.408	2¼–45	1¾–45	.070–90[13]	.070–90	OVS[3]	94/104–1.8204
6 Cyl	62–64	44	44	45	45	9	9	.019H[5]	.019H[5]	.370	.370	2–45	1¾–45	.070–90	.070–90	OVS[3]	97/105–1.7812
406 V8 ('63), 427 V8 ('64)	63–64	29	29	30	30	11	11	.025H	.025H	.298[3]	.298[3]	2⅜–30	1¾–45	.070–90	.070–90	OVS[2]	80–90–1.82
	[1] 430 engine, 2½–30. [2] Oversizes, .003, .015, .030. [3] Cam lobe lift. [4] 390 V8, 74/84–1.820. [5] Silent Lash. (U.S. prod'n.) .025 clearance at valve stem tip w/eccentric spring compressed. [6] '62, .018H. [7] '62, .360 in. & ex. [8] '62, 97/105–1.78 [9] Int. .0010–24, exh. .0028–42; '65 exh. .0010–24. [10] At valve stem w/hyd, lifter collapsed; '65, .05–.15. [11] Int. .0010–24; exh. .0020–34. [12] '64 w/mech. lifters (Cdn. prod'n) 71–79–1.780. [13] '65, .060–80.																
METEOR (to '61)																	
6 Cyl	59–60	45	45	45	45	.0017	.0030	.019H	.019H	.369	.369	2–45	1⅝–45	.060–80	.070–90	OVS[4]	71/78–1.78
332, 352, 361, 390 Engines	59–61	30[6]	45[6]	30[7]	45	.0017	.0035	.026[3]	.026[3]	.408	.408	2¼–30	1¾–45	.060–80	.070–90	OVS[4]	94/104–1 82[8]
6 Cyl	61	44	44	45	45	.0017	.0035	.019H	.019H	.370	.370	—	—	.070–90	.070–90	OVS[4]	71/79–1.780
	[3] With solid tappets. [4] Oversizes, .003, .015, .030. [5] Cam lobe lift. [6] '61 engines, 44. [7] '61 engines, 45. [8] 390 V8, 74/84–1.820.																
METROPOLITAN																	
1500	59	45	45	45	45	.0020	.0020	.013H	.013H	.325	.325	1½–45	1⅜–45	—	—	RG	75/79–1.531
1500	60–62	45	45	45	45	.0020	.0025	.017H	.017H	.317	.317	1½–45	1⅜–45	—	—	RG	75/79–1.531

MG																	
Magnette Series ZA, ZB	59	45	45	45	45	.0020	.001–.002	.015	.015	.322	.322	1⅝–45	1⅝–45	—	—	RG	77.5
Series A (1500)	59	45	45	45	45	.0020	.001–.002	.017	.017	.357	.357	1⅝–45	1⅝–45	—	—	RG	60.5[1]
Series A Twin Cam	59–61	45	45	45	45	—	—	.016–.017	.016–.017	.375	.375	—	—	—	—	RG	84[2]
Magnette Series III	59–61	45	45	45	45	.0020	.001–.002	.015	.015	.360	.360	—	—	—	—	RG	84[2]
MGA 1600, 1600 Mk II	59–62	45	45	45	45	.0020	.0025	.015H	.015H	.350	.350	1⅝–45	1½–45	—	—	RG	79[1]
Midget	61–65	45	45	45	45	.0020	.0025	.012H	.012H	.285[3]	.285[3]	1¼–45	1¼–45	—	—	RG	52–1.291[5]
Magnette Mk IV	62–65	45	45	45	45	.002	.002–.003	.015	.015	.312	.312	1½–45	1¼–45	—	—	RG	62[1, 4]
MGB	63–65	45.5	45.5	45.5	45.5	.0020	.0025	.018	.018	.350	.350	1½–45	1⅜–45	—	—	RG	55[6]–1.575
MG 1100	63–65	45	45	45	45	.0020	.0025	.012	.012	.312	.312	1½–45	1–45	—	—	RG	52–[7]

[1] Outer; inner, 30–. [2] Outer; inner, 42—. [3] '62, .318. [4] '63-'64, inner 30–1.528; outer 60.5–1.562. '63-'64, 37.5–1.297.
[6] Outer; inner, 30–1.449. [7] Outer; inner, 18–.

MORRIS																	
Oxford Series II, III, IV, V	59–61	45	45	45	45	.0020	.001–.002	.015	.015	.322[1]	.322[1]	1⅛–45	1¼–45	—	—	RG	77.5—
Minor 1000 (to '64), 850	59–65	45	45	45	45	.0020	.0015[4]	.012	.012	.285	.285	1¼–45	1¼–45	—	—	RG	70–1.016[3]
Mini Cooper,[5] Super[5]	62–65	45	45	45	45	.002	.002–.003	.012	.012	.285[6]	.285[6]	—	—	—	—	RG	52.5[7]
Oxford Mk VI	62–65	45	45	45	45	.002	.002–.003	.015	.015	.325	.325	1½–45	1¼–45	—	—	RG	79± 2
1100	63–65	45	45	45	45	.002	.0025	.012	.012	.312	.312	1½–45	1–45	—	—	RG	52.5–

[1] Series V, .312. [2] Series II, 77.5. [3] 850, 52.5. [4] 850, .002 to .003. [5] Special versions of 850. [6] Cooper, 3.12. [7] '63-'64, 55–1.750.

NSU																	
All	60–65	45	45	45	45	.0006	.0006	.004C	.004C	—	—	—	—	.045–55	.045–55	RG	1.58[1]

[1] Spring free length (inner and outer).

OLDSMOBILE																	
88, Super 88, 98	59	45	45	45	45	.0026	.0031	—	—	.419	.435	2–45	1⅝–45	.037–75	.037–75	RG	85–95/1.837
88, Super 88, 98	60–63	45	45	45	45	.0018	.0022	—	—	.437[2]	.435	2–45	1⅝–45	.037–75	.037–75	RG	85–95/1.837
F-85	61–63	45	45	45	45	[3]	[4]	—	—	.384	.384	1¾–45	1½–45	—	—	RG	75–1.750
F-85 (V6)	64–65	45	45	45	45	.001–.35	.0015[6]	—	—	.391	.401	1¾–45	1½–45	.062–78	.062–78	OVS[1]	64–1.640
F-85, Jetstar 88 (330 V8)	64–65	46	46	45	45	.001–.2	.002–.3	—	—	.389	.390	2–45	1¾–45	.037–75	.037–75	OVS[8]	76/84–1.600
All 394 V8s	64	45	45	45	45	.001–.2	.002–.3	—	—	.428[7]	.435[7]	2–45	1¾–45	.037–75	.037–75	RG	85/95–1.837
F85 Cutlass (330 V8)	65	46	46	45	45	.001–.2	.002–.3	—	—	.433	.433	—	—	—	—	OVS[8]	76/84–1.640
All 425 V8, F85 400 V8	65	46	46	45	45	.001–.2	.002–.3	—	—	.431[10]	.433[10]	—	—	—	—	OVS[8]	76/84–1.670[9]

[1] .004 oversize. [2] '60, S88 and 98; '60, 88 and all '61, .427. [3] .0010–.25. [4] .0015–.30. [5] Top; bottom .0015. [6] To .0035, Top; bottom .002–.004.
[7] 330 hp eng., int. .435, exh. .436; 345 hp eng., int. .443, exh. .436. [8] .003, .005, .010, .013. [9] F85 w/400 V8, 76/84–1.640.
[10] 425 V8 370 hp. eng., int. .474, exh. .463.

PANHARD																	
PL17, PL17 Tiger	60–64	45	45	45	45	.0012	.0012	[1]		—	—	—	—	—	—	OVS[3]	[2]

[1] Hydraulically adjusting rocker arms used. Shop manual required for setting. [2] Torsion bar valve springs used. Shop manual required for setting.
[3] .001-2-3; guides replaceable if wear excessive.

PEUGEOT																	
All	59–65	30	45	30	45	—	—	.004C	.010C	.307	.307	1⅝–30	1½–45	.060	.060	RG	81–1.327[1]

[1] Outer; inner, 37.5–1.17.

PLYMOUTH																	
LP1, MP1 (6 Cyl.)	59	45	45	45	45	.002	.004	.008H	.012H	.365	.365	1¾–45	1⅝–45	.060–85	.060–85	RG[2]	42–1.75
LP2, MP2 (313 V8)	59	45	45	45	45	.002	.003	.008H	.018H	.374	.374	2⅛–45	1¾–45	.060–85	.040–60	OVS[1]	72–1.69
All 6 Cyl.	60–65	45	43	45	47	.001–.3	.002–.4	.010	.020	.362[3]	.345[3]	1⅞–45	1⅛–45	.060–85	.040–60	OVS[1]	53–1.69
All 313, 318 V8	60–65	45	45	45	45	.001–.3	.002–.4	.010	.018	.370[4]	.368[4]	2⅛–45	1¾–45	.060–85	.040–60	OVS[1]	53–1.69
PP2, RP2, SP2 (Opt. 361 V8)	60–62	45	45	45	45	.001–.3	.002–.4	—	—	.390[5]	.390[5]	2⅛–45	1¾–45	.060–85	.040–60	OVS[1]	100–1.86
TP2, VP2, AP2 (383, 413 V8)	63–65	45	45	45	45	.001–.3	.002–.4	—	—	.430[6]	.430[6]	2¼–45	1¾–45	.063–94	.047–63	OVS	100–1.86

[1] .005–.015–.030. [2] Exhaust; intake, OVS (.005–.015–.030) [3] RP1, .371 int., .364 exh.; AP1, .394 int., .390 exh.
[4] SP2, .380 int., .386 exh.; AP2, 318 V8, .397 int., .403 exh. [5] SP2, .444 in., .456 ex. [6] AP2, .431 int. & exh.

PONTIAC																	
(*Canadian Prod'n.*)																	
7000 (6 Cyl.)	59–62	30	45	31	46	.0019	.0019	—	—	.4004[12]	.4004[12]	2¼–30	1¾–45	.035–60	.062–93	RG	74/82–1.858[13]
7000, 7500 (283 V8)	59–65	45	45	46	46	.0019[6]	.0024[6]	—	—	.3987[14]	.3987[14]	1⅞–45	1¾–45	.035–60	.062–93	OVS[2]	71/79–1.696[15]
7000 (348 V8)	59–62	44	44	45	45	.0019	.0034	—	—	.3987	.3987	2⅛–45	1⅞–45	.035–60	.062–93	OVS[2]	78/86–1.626
7000 (327 V8)	62–64	45	45	45	46	.0019	.0024	—	—	.3987	.3987	2–45	1¾–45	—	—	OVS	84/92–1.660

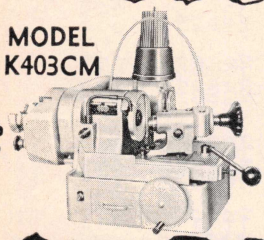
C—Cold. H—Hot. † Mean. * In pounds compressed to specified length (valve closed).

VALVE SERVICING

MAKE & MODEL	YEAR	Valve Face Angle		Valve Seat Angle		Stem to Guide Clearance†		Tappet Clearance		Valve Lift		Seat Reconditioning				Oversize Valve Stems or Repl. Guides	Spring Pressure*
												Stone dia & angle		Seat Width			
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.		
PONTIAC—Continued																	
7000 (6 Cyl.)	63–64	45	45	46	46	.0019	.0024	—	—	.335	.335	2¼–30	1¾–45	.035–60	.062–93	RG	84/92–1.660
7000 (409 V8)	63–64	45	45	46	46	.0019	.0034	.012[1]	.020[1]	.5068[3]	.5185[3]	—	—	—	—	—	78/86–1.660[4]
75000 (6 Cyl.)	65	45	45	46	46	.0021	.0018	—	—	.3318	.3318	—	—	—	—	OVS[2]	56/64–1.660
75000 (327 V8)	65	45	46	45	46	.0021	.0018	—	—	.3987[7]	.3987[7]	—	—	—	—	OVS[8]	78/86–1.660
75000 (409 V8, 340 hp.)	65	45	46	45	46	.0018	.0023	—	—	.4005	.4119	—	—	—	—	OVS[2]	84/92–1.660
75000 (409 V8, 400 hp.)	65	45	46	45	46	.0018	.0023	.025	.025	.5567	.5567	—	—	—	—	OVS[2]	94/106–1.74
	[1] 400, 425 hp. only; 340 hp., hyd. lifters. [2] .003–.015–.030. [3] 340 hp., in. .400, ex. .4119. [4] W/340 hp. eng.; 400 & 425 hp, 130/138–1.68. [6] '65, .0010–33 int., .0010–27 exh. [7] 250 hp. engine; 300 & 305 hp., .4471. [8] .0035, .0155, .0305 int.; .003, .015, .030 exh. [12] '60 and '61 models, .3275. [13] '60 and '61 models, 62/68–1.858. [14] Super Strato-Flash; Std. Strato-Flash, .330. '62, .333 in. & ex. [15] '62–'64, 84/92–1.660; '65, 78/86–1.660.																
(*U. S. Prod'n.*)																	
21, 24, 27, 2800 (389 V8)	59	29	45	30	45	.0025	.0030	—	—	.3705	.37010	1⅞–30	1⅝–45	.045–71	.048–70	OVS[4]	60–1.52[4]
389 & 421 V8s	60–65	29	44	30	45	.0021[3]	.0026[3]	—	—	.3302	.3302	2–30	1¾–45	.045–71	.048–70	OVS[4]	78/86–1.660
	[1] Outer; inner 23/29–1.48; 389 V8 w/3x2 bbl., also 421 high output V8, outer 56/62–1.53, inner 30/36–1.48. [2] '60–'64, w/auto. trans., .37; w/power options, .40; '65 389 V8 w/SM trans., .370 int., .406 exh., w/auto. trans., .406 int., .409 exh., 421 V8, .406 int., .408 exh., 421 HO eng., .409 int. & exh. [3] To .0038 (int.), to .0043 (exh.). [4] .001–.003–.005. [5] Auto. trans., .40. [6] '65 389, 421 V8s, 57/63–1.586; 389, 421 V8s, w/triple 2-bbl. carb. & SM trans., and 421 HO, 59/65–1.586.																
Tempest (4 Cyl., Std. Trans.)	61–63	29	44	30	45	.002–3	.003–4	—	—	.332	.332	2–30	1¾–45	—	—	OVS	60–1.52
Tempest (V8)	61–63	45	45	46	46	.001–2	.001–3	—	—	.38	.38	1¾–45	1½–45	—	—	RG	55–1.640[5]
Tempest (215 6 Cyl.)	64–65	45	45	46	46	.001–2	.002–3	—	—	.335	.335	1⅞–45	1⅝–45	—	—	OVS[7]	84/92–1.660
Tempest (326 V8)	64–65	29	44	30	45	.0021[4]	.0026[4]	—	—	.3695	.4035[5]	2–30	1¾–45	—	—	OVS[8]	55/61–1.53[1,6]
Tempest (GTO 389 V8)	65	29	44	30	45	.0021	.0026	—	—	.406	.408	—	—	—	—	OVS	59/65–1.586
	[1] Outer; inner 24/30–1.47; w/326 high output V8, outer 56/62–1.53, inner 30/36–1.48. [2] Auto. trans. also 4 bbl. w/std. trans., .40. [3] '62, 64–1.64. [4] To .0038 (int.), to .0043 (exh.). [5] '65, .370 int., .406 exh. [6] '65 std. eng., 57/63–1.586; '65 HO eng., 59/65–1.586. [7] .003. [8] .001, .003, .005.																
PORSCHE																	
356A, 356B, 356C (1600, 1600S engines)	59–65	45	45	45	45	.0019	.0027	.004C	.006C	—	—	1⅝–45	1⅜–45	.043–55	.055–67	—	85[2]
911	65	45	45	45	45	.0019	.0027	.004C	.004C	—	—	—	—	—	—	—	44.1 @ 1.42
	[2] Outer spring; inner. 33.																
RAMBLER																	
American (L-head)	59–65	44	44	45	45	.00257	.00257	.016C	.018C	.3401	.3401	1⅝–45	1½–45	.078–93	.078–93	RG	37/41–1.75
Classic, American (ohv 6 Cyl eng.)	59–64	44	44	45	45	.0025	.0030	.012H[4]	.016H[4]	.3722	.3692	1¾–45	1½–45	.078–93	.078–93	RG	65/70–1.812[5]
Rebel and Classic V8s 20 Series	59–61	29	44	30	45	.0021[3]	.0026[3]	.012H	.014H	.375	.375	2–30	1⅝–45	.078–93	.078–93	RG	85/91–1.812
Ambassador Classic V8s	59–65	29	44	30	45	.0021[3]	.0026[3]	—	—	.375	.375	2–30	1⅝–45	.078–93	.078–936	RG	85/91–1.812
6 Cyl. OHV (199, 232)	65	29	44	30	45	.0017	.0017	—	—	.375	.375	—	—	.050–75	.060–75	RG	85/91–1.812
	[1] After '59, intake .324, exhaust .322. [2] After '59, intake, .366, exhaust .361. '62 w/al. block .406. [3] After '59, intake, and exhaust .0020. [4] Hyd. lifters std. on '62-'63 Classic w/al. block. [5] '62-'63 Classic (al. block), 75/85–1.812. [6] '65, .093–.104. [7] '65, .0025–40.																
RENAULT																	
All (850 cc. eng.)	59–65	30	30	30	30	.0027	.0039	.006C	.008C	.226	.236	1¼–30[1]	1¼–30[1]	.039–58	.050–70	RG	26.4–1.22
Caravelle S-4, R8 (956 cc. eng.)	63–65	45	45	45	45	.001	.003	.007	.009	—	—	1¼–45	1¼–45	.055–59	.067–71	RG	29.7–1.26
R4 (747 cc. eng.)	62–65	30	30	30	30	.001–9	.001–3	.006	.008	—	—	1¼–45	1¼–45	.039	.051	RG	26–4–1.22
	[1] Gordini & Caravelle 1⅛–30.																
RILEY																	
One-Point-Five	59–61	45	45	45	45	.0020	.001–2	.015	.015	.312	.312	1⅝–45	1½–45	—	—	RG	60.5[1]
2.6	59	30	45	30	45	.0020	.001–2	.012	.012	.3145	.3145	1⅞–30	1¾–45	—	—	RG	60.5[1]
4/Sixty Eight	59–61	45	45	45	45	.0020	.001–2	.015	.015	.360	.360	1⅝–45	1½–45	—	—	RG	60.5[1]
4/72	62–65	45	45	45	45	.0020	.002–3	.015H[2]	.015H[2]	.3603	.3603	1½–45	1¼–45	—	—	RG	62[1]
	[1] Outer; inner, 30. [2] '63–'64, .012. [3] '63–'64, .325.																

SHOPS WHICH DEMAND THE BEST, BUY . . .

MODEL K403CM

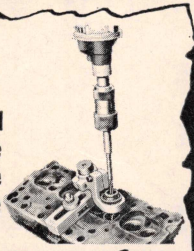


Valve Refacer

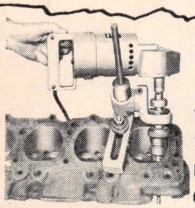
The only valve refacer that offers automatic pre-load compensation for wear. Machines retain original fine accuracy throughout years and years of service.

Valve Guide Reaming Tools

These tools can be used to install oversize stem valves or replaceable valve guides on engines which have valve guides cast as part of the cylinder head.



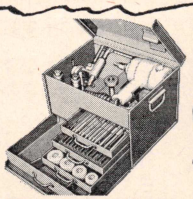
Reseater Tools



Lee reseater tools for installing valve seat rings were the first on the market and today are still the most popular, most universal tools of their kind made.

Seat Grinder

K. O. Lee Valve Seat Grinders will give years of trouble-free service. Pilots are hardened and ground. Driver incorporates a powerful ball bearing type universal motor.



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VALVE SERVICE TOOLS

K. O. LEE COMPANY, ABERDEEN, SOUTH DAKOTA

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37 Britain St., Toronto

WESTERN REPRESENTATIVE:
Lyman Agencies Ltd.,
209-3765 East 1st Avenue,
Burnaby 2, B.C.

VALVE SERVICING

MAKE & MODEL	YEAR	Valve Face Angle		Valve Seat Angle		Stem to Guide Clearance†		Tappet Clearance		Valve Lift		Seat Reconditioning				Oversize Valve Stems or Repl. Guides	Spring Pressure*
												Stone dia. & angle		Seat Width			
		Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.	Int.	Exh.		
ROVER																	
75, 90, 105	59	30	45	30	45	.0018	.0018	.008H	.012H	.294	.382	1¾–30	1⅜–45	—	—	RG	30–1.625[1]
100 (to '64), 3 litre	59–65	30	45	30	45	.0015	.0017	.006H	.010H	.444	.397	—	—	—	—	RG	—
2000	65	30	45	30	45	.002	.0025	.0085	.0135	.370	.370	—	—	—	—	RG	—
	[1] Outer; inner, 10–1.469.																
SIMCA																	
Aronde, "5"	59–62	45	45	45[2]	45[2]	.0016	.0016	.010H	.010H	.320	.320	1⅜–45	1⅜–45	.018–47	.018–47	RG[1]	46/51–1.575
Vedette	59–60	46	46	45	45	—	—	.011C	.011C	.3	.3	1½–45	1⅜–45	—	—	RG	27/33–1.57
1000	63–65	45	45	44	44	—	—	.014H	.014H	.295	.295	1⅜–45	1¼–45	—	—	RG	46.29–1.141
	[1] Wear limit .003. [2] '61, 43.5–44.																
SINGER																	
Gazelle Series III, IIIA, IIIB	59–62	45	45	45	45	.0023	.0033	.012H	.014H	—	—	1½–45	1⅜–45	.050–70	.050–70	RG	53.7–1.58[1]
	[1] Outer; inner, 26.6–1.46.																
SKODA																	
All	59–65	45	45	45	45	.0014	.0014	.004C	.006C	.329	.329	1⅜–45[1]	1⅜–45	.067–79	.067–79	RG	[2]
1000 MB	65	45	45	45	45	.0005	.0010	.006	.008	—	—	1¼–45	1¼–45	.067–79	.067–79	RG	—
	[1] Touring Sport and Felicia, 1¼–45. [2] In. 16–1.47; Exh. 31–1.47.																
STANDARD																	
Vanguard, Ensign	59–62	45	45	45	45	.001–3	.003–5	.010	.012	—	—	1⅝–45	1½–45	.060	.060	RG	28–
Vanguard Six	59–62	45	45	45	45	.001–3	.003–5	.010	.010	—	—	1½–45	1¼–45	.060	.060	RG	12[1]
	[1] Intake; exh., 28.																
STUDEBAKER																	
All 6 Cyl.	59–60	45	45	45	45	.0025	.0025	.018C	.018C	.344	.344	1½–45	1½–45	.062–93	.062–93	RG	51.5–1.656
All V8s	59–64	45	45	45	45	.0025	.0025	.026C[3]	.026C[3]	.359[4]	.359[4]	1⅞–45	1¾–45	.062–93	.062–93	RG	50–2.031[5]
All 6 Cyl.	61–64	45	45	45	45	.0035	.0035	.023H	.023H	.359[4]	.359[4]	1¾–45	1⅝–45	.062–93	.062–93	RG	50–2.031
All 6 Cyl. & V8	65	45	45	46	46	.0021	.0018	—	—	.3318[1]	.3318[1]	1⅞–45	1⅝–45	.035–60	.062–93	OVS[6]	78/86–1.660
	[1] V8, .3987. [2] Outer. Inner 16.7–1.38. [3] .024 Hot; Avanti, .025H. [4] '62-'64 .375; Avanti, .425. [5] Avanti, 125/135–1.75. [6] .003–.015–.030.																
SUNBEAM																	
Rapier Series I, II	59–60	45	45	45	45	.0023	.0033	.012H	.014H	—	—	1 1½–45	1¼–45	.050–70	.050–70	RG	53.7–1.58[7]
Rapier III, IIIA, IV, Alpine[1]	60–65	45	45	45	45	.0017	.0027	.012H	.014H	—	—	1⅝–45	1⅜–45	.050–70	.050–70	RG[5]	70.8–1.55[4]
Imp	64–65	45	45	45	45	.002–3	.002–3	.004–6C	.006–8C	—	—	1⅛–45	1⅛–45	.060–70	.060–70	RG[5]	31–1.18
Minx Deluxe Sedan	65	45	45	45	45	.0022	.0037	.012H	.012H	—	—	1½–45	1⅜–45	.050–70	.050–70	RG	53.7–1.58[2]
Tiger 260	65	44	44	45	45	.0016	.0026	[6]	[6]	—	—	1¾–45	1⅝–45	.060–80	.060–80	OVS[7]	60–1.77
	[1] Alpine I, II, III, IV. [2] Outer; inner, 26.6–1.46. [4] Outer; inner, 35.9–1.43. [5] R & R guides with head at 425°F. [6] Hyd. lifters; .082–.152 at valve stem tip w/lifter collapsed. [7] .003–.015–.030.																
THUNDERBIRD																	
352 Engine	58–60	30	45	30	45	[2]	[3]	—	—	.408	.408	2⅛–30	1⅝–30	.060–80	.070–90	OVS[1]	94/104–1.82
430 Engine	59–60	45	45	45	45	[2]	[3]	—	—	.408	.408	2–45	1¾–45	.060–80	.070–90	OVS[1]	66/77–1.83
390 Engine	61–65	44	44	45	45	[2]	[3]	—	—	.408	.408	2¼–45	1¾–45	.060–80	.070–90	OVS[1]	74/84–1.820
	[1] .003, .015, .030 [2] .0010–24. [3] .0028–42.																
TRIUMPH																	
TR3	58–62	45	45	45	45	.001–3	.003–5	.010	.010	—	—	1¾–45	1¼–45	.060	.060	RG	38
Sedan, Wagon, Pennant, Herald	58–62	45	45	45	45	.001–5[1]	.003–5	.010C	.010C	.255	.255	1¼–45	1¼–45	.060	.060	RG	25
TR4, TR4A	62–65	45	45	44.5	44.5	.001–3	.003–5	.010C	.010C	.260[3]	.260[3]	—	—	—	—	RG	—
Herald 1200, Spitfire, Sports 6	63–65	45	45	45	45	.001–3	.003–5	.010C	.010C	.316[4]	.316[4]	—	—	—	—	RG	27/30–1.36[2]
Triumph 2000	64–65	45	45	45	45	.001–3	.003–5	.010	.010	—	—	—	—	—	—	—	—
	Herald, .001–3. [2] Herald; Spitfire, 117–1.07; Sports 6, inner 11/14–1.14, outer 27/30–1.36. [3] TR4A, .258. [4] Spitfire Mk. II only.																

VALIANT																	
QX1, RV1, SV1, TVX1, VVX1	60–64	45	43	45	47	.001–3	.002–4	.010	.020	.375[1]	.360[1]	1⅞–45	1½–45	.060–85	.040–60	OVS	83–1.69[5]
TV1[2], VV1[2]	63–64	45	47	45	45	.001–3	.002–4	.010	.020	.371	.364	1⅞–45	1½–45	.078–94	.047–63	OVS	53–1.69
All 273 V8	64–65	45	45	45	45	.001–3	.002–4	.010[6]	.020[6]	.395	.405	—	—	.060–85	.040–60	OVS	53–1.69
	[1] RV1, AV1, AL1, 170 cu. in. eng., .371 int., .364 exh.; 225 cu. in., .394 int., .390 exh. [2] Not built or sold in Canada. [5] '63, '64, 49/57–1.69. [6] VVX2; VV2, int. .013, Exhl. .021.																
VAUXHALL																	
Victor, Envoy, Velox, Cresta[1]	58–63	29	44	30	45	.001–3	.001–3	.013H	.013H	.3427	.3427	1½–30	1⅜–45	.035–60	.060–90	RG	35/55–1.524
Velox, Cresta	61–64	29	44	30	45	.005[2]	.005[2]	.013H	.013H	.368	.341	—	—	—	—	—	54/60–1.610
Victor, Envoy	64–65	44	44	45	45	.001–3	.001–3	.013H	.013H	.335	.355	—	1⅜–45	.035–60	.060–90	RG	35/55–1.524
Viva, Epic	64–65	44	44	45	45	.0002–5	.0013[4]	.006H	.010H	.216	.210	—	—	—	—	OVS[3]	32/40–1.340
	Also Bedford CA and Envoy EA vans. [2] '62-'63, .001–3. [3] .003, .006, .010. [4] To .0028 (Exh.).																
VOLKSWAGEN																	
All	59–60	45	45	45	45	.0027	.0037	.004C	.004C	—	—	1¾–45	1¼–45	.051–68	.067–79	RG	73.6–1.1[1]
1200 Sedan, Karmann Ghia[2]	61–65	46	46	45	45	.0027	.0027	.008C[3]	.008C[3]	—	—	1⅜–45	1⅜–45	.051–63	.067–79	RG	102–1.35
1500 Sedan, Karmann Ghia[2]	63–65	46	45	45	45	.0030	.0043	.008[4]	.012C[4]	—	—	1⁷⁄₁₆–45	1⅜–45	.051–63	.067–79	RG	102–1.35
	'60, 93–1.32. [2] Also S/wagon & Transporter. [3] W/40 hp. engine after serial No. 9,300,000, .004 int. & exh [4] W/single carb. after engine serial No. 0672748, and dual carb. after 0672697 int. & exh.																
VOLVO																	
PV444, PV544, 122S (B16B Engine)	59–61	44.5	44.5	45	45	.0018	.0030	.020H[1]	.020H[1]	—	—	1⅝–45	1½–45	.060	.060	RG	51.5/60.5–1.54
P544, 122S, P1800 (P120, P130, B18 eng.)	62–65	44.5	44.5	45	45	.001–2	[2]	.016–18[3]	.016–18[3]	—	—	1.6–45	1.6–45	.060	.060	RG	56–1.54
	[1] 544–01 and 02 models, .016H and .018H [2] .0026–37. [3] P1800, int. & exh. .020H.																
WOLSELEY																	
6/90 Series I, II	59	30	45	30	45	.0020	.001–2	.012	.012	.3145	.3145	1⅞–30	1¾–45	—	—	RG	62.5–1.531
15/60	59–61	45	45	45	45	.0020	.001–2	.015	.015	.312	.312	—	—	—	—	RG	77.5
6/99	59–61	30	45	30	45	.0020	.0025	.012	.012	.314	.314	1⅞–30	1¾–45	.094	.2025	RG	54.2[1]
16/60	62–65	45	45	45	45	.0020	.002–3	.015H	.015H	.325	.325	1½–45	1¼–45	—	—	RG	79
6/110	62–65	30	45	30	45	.0020	.002–3	.012	.012	.314	.314	1¾–30	1¾–45	—	—	RG	67–1.618[3]
	[1] Outer; inner, 25.3. [3] Outer; inner, 25–1.528																

C—Cold. H—Hot. † Mean. * In pounds compressed to specified length (valve closed)

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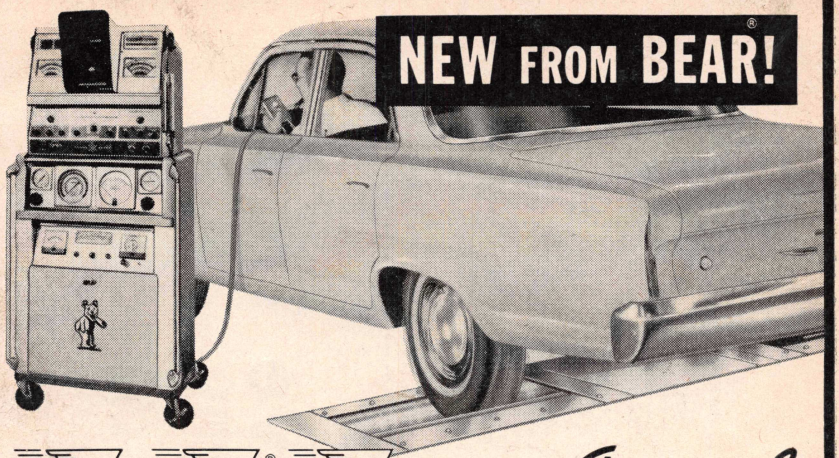
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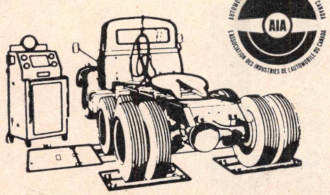
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MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees)			Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
							Centrifugal @ Distributor RPM	Vacuum @ In. of Hg.				
ACADIAN												
4 Cyl.	62–65	DR	31–34	19–23	.016	C	13/15–1850	11.5@11/13.5	.035	4	CP	1342
194 6 Cyl.	62–65	DR	31–34	19–23	.016	C	13/15–1850[5]	11.5@11/13.5	.035	8	CP	153624
283 V8	64–65	DR	28–32	19–23	.016	C	14/16–2000[8]	8–15/16	.035	4	CP	18436572
230 6 Cyl.	64–65	DR	31–34	19–23	.016	C	14/16@1500[1]	11.5@11/13.5[2]	.035	4	HB	153624
327 V8	65	DR	28–32	19–23	.016	C	12/14@2050	12.5/11.75@14	.035	8	HB	18436572
	[1] '65; '64, 15/17@2000. [2] '65; '64, 10@14.25/14.5. [5] '62–'63; '64–'65, 12/14@1150. [8] '64, w/4 bbl. carb. 13/15–1850.											
AUSTIN												
Austin-Healey 100 Six	59	Luc.	33–37	18–24	.014–16	CC	24–2000	8–12	.025	3 ATC	Pul.	153624
A40 Farina	59–61	Luc.	57–63	18–24	.014–16	CC	20–3500	6–12	.025	5	Pul.	1342
A-H Sprite, Sprite Mr II, Mk III	59–65	Luc.	57–63	18–24	.014–16	CC	15/17–2750	6–12[4]	.025	5[1]	Pul.	1342
A55 Cambridge Mk II	59–61	Luc.	57–63	18–24	.014–16	CC	11/13–2400	9/11–22	.025	—	Pul.	1342
Austin-Healey 3000, Mk II, Mk III	59–65	Luc.	33–37	18–24	.014–16	CC	14/16–2000	8–12	.025	12	Pul.	153624
A99, A105	60–61	Luc.	33–37	18–24	.014–16	CC	14/16–2000	8–12	.025	—	Pul.	153624
850 Cooper, Super, A40 Mk II	60–65	Luc.	57–63	18–24	.014–16	CC	9/11–1200	6/8–12[5]	.025	[2]	Fly.	1342
A60 Cambridge	62–65	Luc.	57–63	18–24	.014–16	CC	12–14–2300	5/7–28	.025	5	Pul.	1342
A110 Westminster	62–65	Luc.	33–37	18–24	.014–16	CC	14–16–2000	8–12	.025	0	Pul.	153624
1800	65	Luc.	57–63	18–24	.014–16	CC	11/13@2800	—	.025	5	Pul.	1342
	[1] Sprite Mk II, 4 (static). [2] Cooper, 7; Super, 0; A40, 5. [3] 850 and Super; Cooper, 9/11–1200; A40, 14/16–3200. [4] Sprite Mk II, 10–13; Mk III, 9/11–22. [5] A40, 6/8–20.											
BMW												
BMW "700"	59–63	Bosch[1]	200	21–26	.012–16	—	24–4600[1]	—	.028	10[3]	Fly.	1–2
1600, 1800	64–65	Bos.	34–39	14–17	.016–20	C	34–39@3500	13@8	.028	3	Pul.	1342
1800 TI	64–65	Bos.	30–35	14–18	.020	C	30–35@3000	6.5@6	.035	3	Pul.	1342
	[1] Flywheel ignition-generator-starter unit. [2] Crankshaft speed. [3] If tested with strobe light add 2 deg.											
BORGWARD												
Isabella, TS	59–61	Bosch	47–53	14–18	.016–20	C	15/17–1250	—	.028	TDC[1]	Fly.	1342
	[1] Isabella, Combi. Others, 4° ATC. Add 2° if tested with strobe light.											
BUICK												
4400 (Std. Trans.)	59	DR	30	19–23	.015	C	14.5–1875	10.5–12/14	.035	5	VD	12784563
4400 (Auto. Trans.)	59	DR	30	19–23	.015	C	9/11–1925	7.5–20.25	.035	12	VD	12784563
4600, 4700, 4800 (Auto. Trans.)	59	DR	30	19–23	.015	C	9/11–2425	10.5–12/14	.035	12	VD	12784563
4400 (Std. Trans.)	60	DR	28–32	19–23	.0125–75	C	12/14–1900	18/21–12/14	.035	5	VD	12784563
4400 (Auto. Trans.)	60	DR	28–32	19–23	.0125–75	C	9/11–1900	18/21–12/14	.035	12	VD	12784563
4600, 4700, 4800	60	DR	28–32	19–23	.0125–75	C	9/11–1900	14/18–16/18	.035	12	VD	12784563
Special (215 V8)	61–63	DR	30± 1	19–23	.016	C	12/14–1850[7]	8–14.5/15.7	.035	5[5]	VD	18436572
4400, 4600, 4700, 4800	61–63	DR	30± 1	19–23	.016	C	9/11–1900[6]	7/9–16/18[4]	.035	12	VD	12784563
Special (198 V6)	62–63	DR	30± 1	19–23	.016	C	13/15–1950[2]	8–14.5/15.7	.035	5	VD[2]	165432
Special (225 V6)	64–65	DR	30± 1	19–23	.016± .003	C	12/14–2100	8–14.5/15.75	.035	5	VD	165432
Special Le Sabre (300 V8)	64–65	DR	30± 1	19–23	.016± .003	C	15/17–2300[10]	8–14.5/15.75	.035	2.5	VD	18436572
400, 401 V8	64–65	DR	30± 1	19–23	.016± .003	C	14/16@1950	8.5@16.25/18	.035	2.5	VD	12784563
425 V8	64–65	DR	30± 1	19–23	.016	C	9/11@1900	8@14.5/15.75	.035	12	VD	12784563
	[1] '63, 11/13–2150. [2] '63, camshaft flange. [3] Early models; late, 12. [4] 4400 with economy engine, 9/10.5–12/14. [5] High perf., AT 7½deg. [6] '63 w/std. trans., 13/15–1975. [7] '63 w/4 bbl. carb., 11/13–1900. [8] W/425 eng. and 2 x 4 bbl. carb. 9/11–1900. [9] W/425 eng. and 2 x 4 bbl. Carb., 8–14.5/15.75. [10] '65; '64, 13/15@2100.											

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas.
Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.



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IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ Distributor RPM	Max. Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
CADILLAC												
Eldorado (three 2-bbl carb.)	59–61	DR	30	19–23	.016	CC	8/10–2000	11.25–14.25[3]	.035	5	VD	18436572
62, 60, 75 (Std. engine)	59–64	DR	30	19–23	.016	CC[2]	7/9–2000[6]	11.25–14.25[7]	.035	5	VD	18436572[4]
All	64–65	DR	30	19–23	.016	C	8/10–2000	10–19/20.5	.035	5	VD	18726543
	[2] '63, C. [3] 9–14.5 in '60, '61, 10.5–12.0 [4] '63, 18726543. [6] '64, 8/10–2000. [7] '64, 10–19/20.5.											
CHECKER												
L-head Engine	61–63	AL	39	17–20	.020± .002	CC	18–3350[1]	None	.028–30	4	VD	153624
OHV Engine	61–63	AL	39	17–20	.020± .002	CC	33–2500[1]	10–15	.032–33	3.5	VD	153624
230 6 Cyl. Engine	64–65	DR	31–34	19–23	.019[2]	C	30–3000	21–14.5	.033–38	8	VD	153624
283 V8 Engine	64–65	DR	28–32	19–23	.019[2]	C	30–4000	15–15.5	.033–38	4	CP	18436572
	[1] Crankshaft rpm. [2] New points; used, .016.											
CHEVROLET												
Corvair, (Std. Trans. & early P'glide)	60	DR	33	19–23	.016	C	15/17–1800	12.25–25	.035	4	Pul.	145236
Corvair, All (Late P'glide)	60	DR	33	19–23	.016	C	20–3600[7]	23–16.2	.035	16	[1]	145236
Corvair, All	61	DR	33± 1	19–23	.016–19	C	32–3600[3,7]	23–14.5/16[3]	.035	4[9]	Pul.	145236
Turbo Air	62	DR	31–35	19–23	.016	C	15/17–1800	11.5–11/13	.035	4[9]	Pul.	145236
Monza W/P G., Super Turbo Air	62–63	DR	31–35	19–23	.016	C	9/11–2050[6]	11.5[6]–16	.035[10]	13	Pul.	145236
Corvair Turbo Air	63	DR	31–34	19–23	.016	C	15/17–1800[8]	14/16.25	.023–28	4[9]	Pul.	145236
Corvair Super Turbo-Charger	63	DR	31–34	19–23	.016	C	5/7–2250	—	.023–28	24	Pul.	145236
Corvair Turbo Air 95 hp.	64–65	DR	31–34	19–23	.016	C	13/15–2100[5]	12–12.75/14.75[5]	.035	6[5]	CP	145236
Corvair Super Turbo Air 110 hp.	64–65	DR	31–34	19–23	.016	C	9/11–2400	12–14/16	.030	14	CP	145236
Corvair Turbo Charged 164, 180 hp.	64–65	DR	31–34	19–23	.016	C	5/7@2250[11]	[12]	.030	24	CP	145236
Corvair Turbo Air 140 hp.	65	DR	31–34	19–23	.016	C	8/10@1400	11.0@12.75/14.75	.030	18	CP	145236
	[1] Engine rear housing. [2] 500, 700 w/P'glide, 24–3700; 900 w/std. trans., 24–4800; 900 w/P'glide, 20–4100. [3] 500, 700 w/P'glide, 23–15.5/17; 900 w/std. trans., 23–15.2; 900 w/P'glide, 23–16.2; 95, 1200 series, 24.5–25. [5] W/auto. trans., 9/11–2100, vac. adv., 12–14/16, plug gap, .030, timing 14 deg. [6] Super & Turbo Air, 11/13–2400; 11.5–14/16.25. [7] Crankshaft rpm [8] w/AT, 11/13–1850, vac., 15/17.25. [9] AT, 13 deg. [10] '63s, .023–28. [11] '64–'65, 8/10@2450. [12] Pressure actuator.											
Chevy II, 4 Cyl.	62–65	DR	31–34	19–23	.016	C	13/15–1850	11.5@11/13.5	.035	4	Pul.	1342
Chevy II 194, 230 6 Cyl.	62–65	DR	31–34	19–23	.016	C	13/15–1850[1]	11.5@11/13.5	.035	8[2]	VD	153624
Chevy II 283 V8	64–65	DR	28–32	19–23	.016	C	14/16–2000	8.0–15/16	.035	4	Pul.	18436572
Chevy II 327 V8 (250, 300 hp.)	65	DR	28–32	19–23	.016	C	12/14@2050	12.5/11.75@14	.035	8	VD	18436572
	[1] 194 engine, '62–'63; '64–'65, 12/14@1150; 230 engine, 14/16@1500. [2] 230 engine, 4.											
Chevelle 194 & 230 6 Cyl.	64–65	DR	31–34	19–23	.016	C	12/14–1150[1]	11.5–11/13.5[2]	.035	8[3]	VD	153624
Chevelle 327[4], 283 V8	64–65	DR	28–32	19–23	.016	C	14/16@2000[5]	8–15/16	.035	4	Pul.	18436572
Chevelle 327 V8 (250, 300, 350 hp.)	65	DR	28–32	19–23	.016	C	12/14@2050[5]	12.5/11.75@14[6]	.035	8	VD	18436572
	[1] 230 eng. 15/17–2200. [2] 230 eng., 10–14.25/14.5. [3] W/230 eng., 4. [4] '64 only. [5] '64 w/4 bbl. carb., 13/15@1850; 327 eng., 11/13@2300. [6] 350 hp. eng., 14/16@2550, 8.2/5.75@8.25.											
235 6 Cyl.	59–62	DR	28–35	19–23	.016–19	C	12/14–1750	11–15/16	.035	5	Fly.	153624
283 V8 (2 bbl. carb.)	59–65	DR	30	19–23	.016	C	13/15–1875[3]	8.0–15/16	.035	4	VD	18436572
348 V8	59–61	DR	30	19–23	.016	C	11/13–2300	8.5–15/16	.035	4[11]	VD	18436572
348 V8 w/spec. cam; 409 V8	61–64	DR	29[12]	19–23	.016	C	11/13–2300[5]	[5]	.035	12[1]	VD	18436572
327 V8	62–64	DR	28–32	19–23	.016	C	11/13–2300	8–15/16	.035	4[6]	VD	18436572
230 6 Cyl.	63–65	DR	31–34	19–23	.016	C	15/17–2200[2]	10–14.25/14.5[2]	.035	4	VD	153624

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas.
Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.

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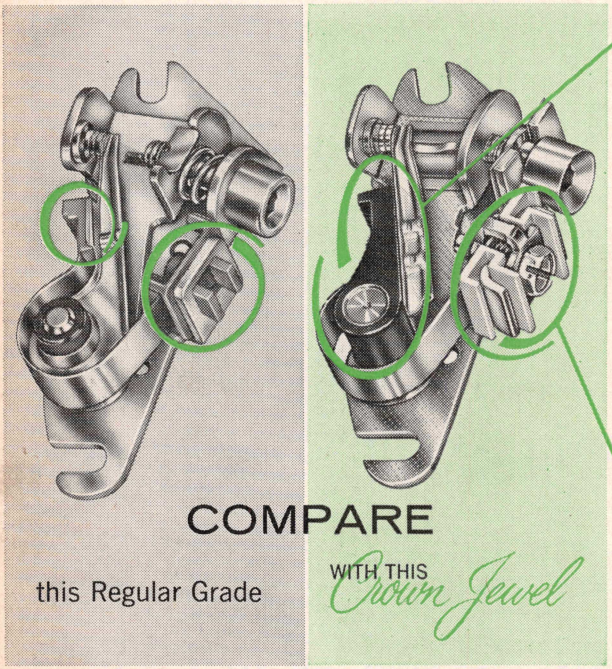
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IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ Distributor RPM	Max. Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
CHEVROLET—Continued												
327 V8 (250, 300, 350 hp.)	65	DR	28–32	19–23	.016	C	12/14@2050[4]	12.5/11.75@14[4]	.035	8	VD	18436572
409 V8 (340, 400 hp.)	65	DR	28–32	19–23	.016	C	11/13@2300	8.0/15@16[8]	.035	6[8]	VD	18436572
396 V8 (325, 425 hp.)	65	DR	28–32	19–23	.016	C	12/16@2200	8.0@15/16	.035	10[7]	VD	18436572
	[1] '64, 340 hp., 8. [2] '63–'65, 14/16@1500, vacuum 11.5@11/13.5. [3] '63–'65, 14/16@2000. [4] 350 hp. eng., 14/16@2550, 8.2/5.75@8.25. [5] '62–'64, 409 V8, 13/15–2500; vac. ('64 only) 8.0–15/16. [6] w/300 hp., 8. [7] 325 hp. eng., 4. [8] 400 hp. eng., 8.2/5.75@8.25, spark at 12 deg. [11] '61, 8. [12] Dual breaker points, total cam angle 34± 1; '63, 409, 28–32. [13] '61, 12/13–15.											
Corvette	59	DR	30	Preset	.016–19	C	13/15–1850	12–13/15	.033–38	4	VD	18436572
Corvette (fuel inj., spec. camshaft)	59–61	DR	29± 1[1]	Preset	.014–18	C	10/12–3000	—	.033–38	14	VD	18436572
Corvette, (1-4 bbl carb.)	60–61	DR	28–32	Preset	016–19	C	13/15–1850	7.5–15/16[13]	.033–38	4	VD	18436572
Corvette, (dual 4 bbl. carb.-spec. cam)	60–61	DR	29± 1[1]	Preset	.016–19	C	13/15–1850	—	.033–38	12	VD	18436572
Corvette 327 V8 (250 & 300 hp.)	62–64	DR	30± 2	19–23	.016	C	11/13–2300	8–15/16	.035	8[3]	VD	18436572
Corvette (Fuel Inj.)	62	DR	29± 1[1]	Preset	.016	C	11/13–2300	None	.035	10	VD	18436572
Corvette 327 V8 (365 hp.)	64	DR	31–34	19–23	.016	C	12/14–1000	8.2–5.75/8.25	.035	10	VD	18436572
Corvette 327 V8[2]	65	DR	28–32	19–23	.016	C	12/14@2050[6]	8.2@5.75/8.25	.035	8[4]	VD	18436572
Corvette 396 V8 (325, 425 hp.)	65	DR	28–32	19–23	.016	C	12/16@2200	8.0@15/16	.035	10[5]	VD	18436572
	[1] Dual breaker points, total cam angle 33± 1 ('60–'61), 34± 1 ('62). [2] (250, 300, 350 hp.), (365 hp. & fueling). [3] W/300 hp.; 250 hp., 4; 340 & 360 hp., 10; '64, w/300 hp., 8. [4] W/350 hp. eng., 10; 365 hp. eng., 12. [5] W/325 hp. eng., 4. [6] W/365 hp. eng., 11/13@1175.											
CHRYSLER												
MC1, MC2 (361 & 383 V8)	59	AL	27–32	17–20	.015–18	CC	9.5–2150	11–16.5	.035	10	VD	18436572
MC3 (413 V8)	59	AL	34–40[5]	17–20	.015–18	CC	17/21–2150	23/29–16.4	.035	10	VD	18436572
361, 383 V8s	60–64	AL[1]	28–33	17–21.5	.014–19	CC	14/18–2200[6]	11–16[2]	.035	10	[7]	18436572
TC3, VC3 (413 V8)	63–64	Own	28–33	17–20	.014–19	CC	17/21–2300	12/17–13	.035	10	[7]	18436572
TC2-3001, VC2-300K (413 V8)	63–64	AL[10]	27–32[4]	17–21.5	.014–19	CC	11–1820[11]	15/21–14.5	.035	15[9]	[7]	18436572
AC1, AC2, AC3	65	P	[3]	17–21.5	.014–19	CC	8.5/10.5@2400	8.5/11.5@14[8]	.035	10[12]	[7]	18436572
	[1] Or Chrysler. [2] RC1, RC2, 13-16; RC3, 15–12; SC1-2-3, 13–18; TC1-2, 23/29–16.5; VC1-2, 14.5–18. [3] Single breaker 27–32, double breaker 37–42. [4] One set; both sets 34–40. [5] Both sets. [6] PC1; PC2 (Saratoga) 20/24–2150; PC3 (New Yorker) 17/21–2300; RC1, RC2, 12–2200; RC3, 9–1400; SC1-2-3, 10.5/12.5–2400; TC1-2, 21/25–2150. [7] Stationary indicator on chain case cover. [8] AC3, 8.3/11.0@15. [9] '64, 10. [10] '64, Prestolite. [11] '64, 18/22–2400. [12] AC3, 12.5.											
CITROEN												
ID 19, DS 19	59–61	Duc[1]	[2]	[2]	.016	C	13.5/15.5[2]	12–15.75	.021	12	[8]	1342
ID 19, DS 19	62	Duc[1]	[2]	[2]	.016	C	[4]	[4]	.025[5]	—	[8]	1342
ID 19, DS 19, Pallas	63–65	Duc[1]	[3]	[3]	.016	C	31–3600[6]	—	.030[7]	10	[8]	1342
	[1] Or S.E.V. [2] At 2000 rpm. [3] No specification. [4] Centrif. & vacuum together, 29 deg. @ 4000 rpm. [5] ID 19, .030. [6] ID, centrif. & Vac. together, 29 deg. @ 3300. [7] ID, .032. [8] Insert ¼-in. pin into hole in bell housing, under generator.											
DAIMLER												
SP250	60–64	Luc.	—	—	.014–16	C	—	—	.025	10	VD	18627345[1]
	[1] Nos. 1–4 left bank, 5–8 right bank.											
DATSUN-NISSAN												
72.5 Engine (PL410 Series)	63–65	Hit.[1]	50–55	17.6–23	.018–22	CC	11/15–2400	12/18–13.4	.028–32	15–600	Pul.	1342
115 Engine (LG31 "Cedric" Series)	63–65	Hit.[1]	50–54	17.6–23	.018–22	CC	14/16–1800	9/12–12.6	.028–32	12–600	Pul.	1342
90.7 Engine (Sports)	63–65	Hit.[1]	50–54	17.6–23	.018–22	CC	14/16–1800	9/12–12.6	.028–32	16–600	Pul.	1342
	[1] Hitachi.											

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas.
Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.

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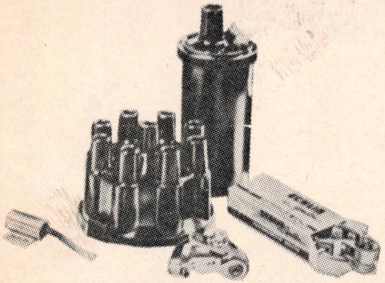
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IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees)			Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
							Centrifugal @ Distributor RPM	Vacuum @ In. of Hg.				
DE SOTO												
MS2, MS3 (383 V8)	59	AL	27–32	17–20	.015–18	CC	9.5–2150	12.5–18	.035	10	VD	1843657
PS3, RS1	60-61	AL	27–32	17–21.5	.014–19	CC	12–2200[1]	11–16[2]	.035	10	[5]	18436572
	[1] RS1, 9–1400. [2] '61, 15–12. [5] Stationary indicator on chain case cover.											
DKW, AUTO-UNION												
3-6, 1000	59–63	AU	142	—	.016	C	8/9–[2]	—	.020–24	4–5	1	123
Junior	61–63	AU	142	—	.016	C	5/6–[2]	—	.020–24	2.5	1	123
	[1] Find TDC on each cylinder and time separately. [2] Crankshaft speed.											
DODGE												
LE2, ME2 (313 V8)	58–59	AL	26–28	17–20	.015–18	C	20/26–1800	24/29–16	.035	8	Pul.	18436572
ME1 (6 Cyl.)	59	AL	34–38	17–20	.020	C	14/18–3100	20/24–16	.035	6	VD	153624
MD3 (361 V8)	59	AL	27–32	17–20	.015–18	CC	9.5–2150	11–16.5	.035	10	VD	18436572
225 6 Cyl.	60–64	AL[4]	36–42[5]	17–21.5	.020	C	12.5–2200[1]	10.5/15–13[17]	.035	2.5[19]	15	153624
PD4, RD4, SD2, TD2, VD2 (313 V8)	60–64	AL[4]	27–32	17–21.5	.014–19	C	8/10–2400[16]	12/14.8–18[21]	.035	5[14]	15	18436572
PD4, PD2, RD1, RD4, SD2 (361 V8)	60–62	AL	27–32	17–21.5	.014–19	CC	7/9–2200[20]	8.3/11–16[21]	.035	10	15	18436572
RW1 (170 6 Cyl.)	61	Own	40–45	17–21.5	.017–23	C	13.5–2000	12.5–16	.035	2.5	15	153624
SD3	62	Own	27–32	17–21.5	.014–19	CC	11.5–2150	13–16.5	.035	10	15	18436572
TD2, TD2-P[7], VD2 (383 V8)	63	AL[4]	28–33[8]	17–20[8]	.014–19	CC	11.5–2400[9]	13–18[9]	.035	10	15	18436572
VL2 (273 V8)	64	Own	28–33	17–20	.014–19	C	21/25–2300	21/27–15	.035	5[2]	15	18436572
AD1, (225 6 Cyl.)	65	P	41–46	17–20	.018–22	C	10.5–12.5@2200	5.5–7.5@14	.035	2.5	3	153624
AD2 (318, 383 V8)	65	P	27–32[6]	17–20	.014–19	C[10]	8.0–10.0@2400[11]	9.0–12.0@16[11]	.035	5.12	15	18436572
AD2 (413 V8)	65	P	27–32[6]	17–20	.014–19	C	18–22@4800	15–21@15	.035	12.5	15	18436572
	[1] '62-'63, 10.5/12.5–2400; '64, 21/25–2500. [2] Auto. trans., 16/20–2300, timing 10. [3] Water pump housing. [4] '64, Own. [5] '64, 40–45. [6] Double breaker, 37–42. [7] Not built or sold in Canada. [8] TD2-P, one set 27–32; both sets 34–40; spring 17–21.5 oz. [9] TD2-P, 12–2050; vac. 11–16; '64, VD2, 21/25–2150, vac. adv., 23/29–16.5. [10] 383, CC. [11] Manual trans., 10.5–12.5@2400, vac. adv. 9.0–12.0@16; 383 V8, 8.5–10.5@2400, vac. adv. 8.5–11.5@14. [12] Auto. trans., 10. [14] auto. trans., 10 deg. [15] Stationary indicator on chain case cover. [16] '64, VD2 w/man. trans., 21/25–2300; w/auto. trans., 16/20–2300. [17] '61, 10.5–14; '62-'63, 5.25/7.5–16; '64, 13.3–13. [19] RD3 with std. trans;. RD3 auto trans., 5. [20] RD1, 9–1400; RD4, 12–2200; SD2, 8.5/10.5–2400. [21] '62-'63, 10–18; '64, VD2, 18/24–16.											
EDSEL												
361 Engine	59	Ford	26–28½	17–20	.014–16	CC	7½/9–2000	5/7–15	.032–36	3[1]	VD	15426378
6 Cyl.	59–60	Ford	35–38	17–20	.024–26	C	—	10¼/11½[3]	.032–36	4[2]	VD	153624
332 Engine	59	Ford	26–28½	17–20	.014–16	CC	14¼–2000	9½/12½–15	.032–36	3[1]	VD	15426378
361 Engine	59	Ford	26–28½	17–20	.014–16	CC	14¾–2000	7½/10½–14	.032–36	3[1]	VD	15426378
292 Engine	60	Ford	26–28.5	17–20	.014–16	CC	10¼/11¾[4]	9½/11½–20	.032–6	4[1]	VD	15486372
352 Engine	60	Ford	26–28.5	17–20	.014–16	CC	11½/13[4]	9½/12½–20	.032–6	3[1]	VD	15426378
	[1] 6 deg. with auto. trans. [2] Std trans., automatic 10°. [3] Std. trans; automatic, 7½/8½–5.63. At 6.09 in. hg. (std. trans.) [4] At 2000 rpm.											
FIAT												
600, 600D	59–65	Mar	—	16.8±1.8	.017–19[1]	C	30–4000[5]	11–[3]	.027–31[3]	10	Pul.	1342
1100, 1200	59–64	Mar	—	19.4±1.8	.017–19	C	30–4000[4,5]		.027–31[3]	0±2	Pul.	1342
2100	60–61	Mar	—	19.4±1.8	.015–17	C	24±2–4600[5]	12±2–10.24	.024–28	5±5	Pul.	153624
1500 Cabriolet	64–65	Mar	—	19.4±1.8	.0177±.0012	—	20±2–3600[5]	15±2–	.020–24	12±1	Pul.	1342
1100	65	Mar	—	19.4	.018	C	30@4200	—	.022	0	Pul.	1342
	[1] '61-'64, .019–21; '65, .019. [2] 600D, 20, after engine 1038311, 130; '64, 10; '65, 11. [3] '61-'65, .024–28. [4] '61-64, 30–2850. [5] Crankshaft speed.											

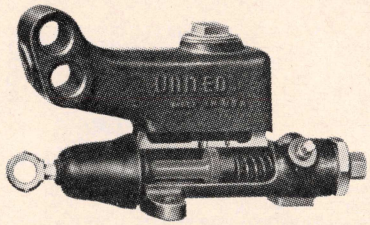
AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas.
Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.

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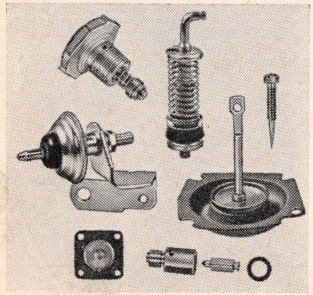
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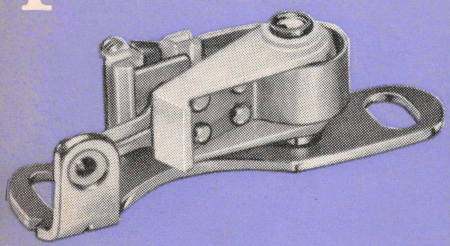
40 ATTWELL DRIVE, REXDALE, ONTARIO

IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ Distributor RPM	Max. Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
FORD												
Falcon, All	60	Ford	35–38	17–21	.024–26	C	[6]	13/14–5.35[1]	.032–6	2[8]	VD	153624
Falcon, 144 Engine	61–64	Ford	35–38	17–21	.024–26	C	[6]	13.25–10[3]	.032–36	8[5]	VD	153624
Falcon, 170, 200 Engine	61–65	Ford	35–38	17–21	.024–26	C	[6]	16.5–10[4]	.032–36	6[5]	VD	153624
Falcon 260, 289 V8	63–65	Ford	26–28½	17–21	.014–16	CC	9¼/11–2000	10½–20[2]	.032–36	6[8]	VD	15426378
	[1] Auto. trans., 6/7–3.94. [2] '65, 289-2V eng., w/man. trans., 6.75–9.75@14; auto. trans. 8.25–11@14; 289 V8, 8–11@20. [3] Std. trans,; AT, max. 12¼ deg. [4] Auto. trans., max. 14@10; 200 eng., 12.5@3.8; '65, 170 eng., man. trans. 11.5@3.9, auto. trans. 8@3.9; '65, 200 eng., man. trans. 11.5@3.8, auto. trans. 9.5@3.8. [5] Auto. trans., 12 deg. [6] Vacuum advance only. [7] '65, 289-2V eng. w/man. trans., 12–13.75@2000, auto. trans., 10.5–12@2000; 289-4V eng. 8.5–10@2000. [8] 260 V8, auto. trans., 10.											
Fairlane, 170, 200 6 Cyl.	62–65	Ford	35–38	17–21	.024–26	C	[5]	12.25–13.75@3.9[1]	.032–36	6[2]	[3]	153624
Fairlane 221, 260 V8s	62–63	Ford	26–28½	17–21	.014–16	CC	12–13.5@2000[6]	10.5–20	.032–36	6	[3]	15426378
Fairlane 260, 289 V8s	64–65	Ford	26–28.5	17–21	.014–16	CC	9.5–11@2000[7]	12.5@20[4]	.032–36	6[8]	VD	15426378
	[1] '64, 200 eng. w/auto. trans., 6.25–7.5@3.8; '65, 200 eng. w/man. trans., 10.25–11.5@3.8, auto. trans., 8.25–9.5@3.8. [2] Auto. trans., 12 deg. [3] Indicator scale on front cover. [4] 260 eng. w/auto. trans., 11–20; 289 eng. w/man. trans., 11–20, w/auto. trans., 12½–20; '65 289 V8 w/man. trans., 6.75–9.75@14, auto. trans., 8.25–11@14. [5] Vacuum advance only. [6] 221 V8 w/manual shift; auto. trans. 6¾–8¼ @ 2000; 260 V8, 10–11½ @ 1950; 8¼–9¾ @ 2000 w/aut. [7] 289-2V w/man. trans., '64, 12.25–14@2000; '65, 12–13.75@2000; auto. trans., 10.5–12@2000; 289-4V eng., 8.5–10@2000; 289 hp., 8.25–9.75@2000. [8] 260 V8, auto. trans., 10.											
Mustang 200 6 Cyl.	65	Ford	35–38	17–21	.024–26	C	[2]	10.25–11.5@3.8[4]	.032–36	6[6]	[1]	153624
Mustang 289 V8	65	Ford	26–28.5	17–21	.014–16	CC	12–13.75@2000[3]	6.75–9.75@14[5]	.032–36	6[7]	VD	15426378
	[1] Pointer on front cover. [2] Vac. advance only. [3] Auto. trans., 10.5–12@2000; 289-4V, 8.5–10@2000; 289 hp., 8.25–9.75@2000. [4] Auto trans., 8.25–9.5@3.8. [5] Auto. trans., 8.25–11@14; 289-4V, 8–11@20. [6] Auto. trans., 12. [7] 289 hp., 12.											
223 6 Cyl.	59–65	Ford	35–38	17–20[3]	.024–26	C	[4]	11–4.8[7]	.032–36	4[6]	VD[5]	153624
292 V8	59–62	Ford	26–28½	17–20	.014–16	CC	15½–2000[8]	9½/12–15[9]	.032–36	3[1]	VD	15486372
332 V8	59–61	Ford	26–28½	17–20	.014–16	CC	14¼–2000[13]	9½/12–15[9]	.032–36	3[1]	VD	15426378
352, 361 V8s	59–64	Ford	26–28½	17–20	.014–16	CC	14¾–2000[10]	7½/10–14[11]	.032–36	3[1]	VD	15426378
390 V8	61–64	Ford	26–28½	17–20	.014–16	CC	[14]	5½/8½–15[15]	.032–36	3	VD	15426378
406 V8	63	Ford	—	27–32	.015–18	CC	14–2500	—	.032–36	8	VD	15426378
260 V8 (U.S. prod'n.)	63	Ford	26–28	17–20	.015–18	CC	11/12–2000[2]	8–/11–20[2]	.032–36	6[6]	Pul.	15426378
289 V8 (U.S. prod'n)	64	Ford	26–28.5	17–20	.014–16	CC	14–2000[16]	11–20[16]	.032–36	6[6]	VD	15426378
427 V8	64	Ford	33–36[18]	27–30[18]	.019–21	CC	15.25–2000	—	.028–32	8	VD	15426378
352, 390 V8	65	Ford	26–28.5	17–21	.014–16	CC	11.00@2000[17]	7.5–10.5@18[19]	.032–36	8[12]	VD	15426378
	[1] Auto. trans., 6 deg; '64, 352 eng. man. 6, auto. 10. [2] Manual shift; w/aut. trans., 8¼/9¾ @ 2000 and 7½–10½ @ 20. [3] '65, 17–21. [4] Vac. advance only. [5] '65, scale on front cover. [6] Auto. trans., 10; 240 eng., man. 6, auto. 10. [7] Auto. trans., 13@6.5; '64, 10.75–12@4.3 (man. & auto.); 240 eng., man. trans., 11.75–13.25@4.9, auto. trans., 8.75–10@4.8. [8] '60–'62, 10¼/11¾–2000. [9] '59 only; '60–'62, 9½/11½–20. [10] '60–'63, 352 engine. 11½/13–2000; '64, 352 eng. w/man. trans. 11¾–2000, w/auto trans. 9¾–2000. [11] '60, 352 engine' 9½/12½–20; '61–'63, 11–17; '64 352 eng., 10.5–20. [12] Auto. trans., 12 deg. [13] '61, 15¼–2000 rpm. [14] 12¼–2000 rpm.; '64 w/2 bbl. carb. 14½–2000, w/4 bbl. carb. 11¾–2000. [15] '64, w/2 bbl. carb., 10–17, w/4 bbl. 7.5–20. [16] W/auto. trans., 11–2000 12.5–20. [17] 352, man. trans. only; auto. trans., 10.5–12@2000; 390-2V, 13–14.5@2000; 352, 390-4V eng., 10.75–12.25@2000. [18] W/transistor ignition cam angle 22°–24°, tension 21–24. [19] 352 man. trans. only; auto. trans., 6.5–9.5@14; 390-2V, 7–10@18; 352, 390-4V eng., 5.5–8.5@4.											
FORD (British)												
All L-head	59	Ford	27–33	18–24	.014–16	CC	6/8–2500	—	.025	8	Pul.	1243
Consul 375	59–61	Ford	27–33	18–22	.014–16	CC	12/14–4000	6.5/8.5–16	.032	8	Pul.	1243
Zephyr, Zodiac	59–61	Ford	23–27	18–22	.014–16	CC	10/12–2600	6/8–16	.032	8	Pul.	153624

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas. Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.

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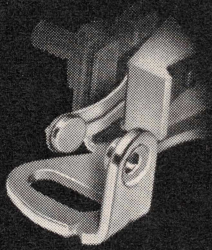
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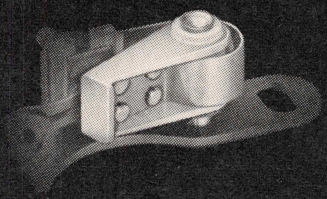
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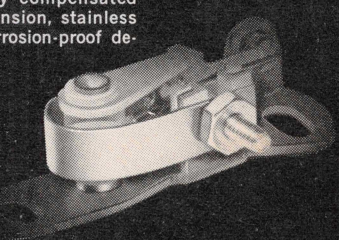


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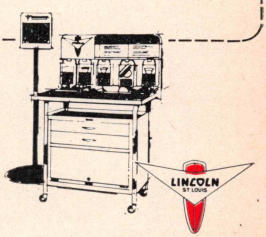
IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ Distributor RPM	Max. Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
FORD (British)—Continued												
Anglia, Consul (60 & 82 cu. in. eng.)	60–65	Ford	57–63	18–24	.014–16	CC	14/15–1600	9/11–22	.028–33[2]	10[3]	Pul.	1243
Anglia, Cortina (73 cu. in. eng.)	63–65	Ford	60	18–24	.014–16	CC	13.5/15.5–2800	9/11–22	.023–28	6	Pul.	1243
[2] Consul 315, .023–28. [3] Consul 315, 6 deg.												
FORD (German)												
Taunus 12M	59–61	Bosch	47–53	14–18	.016–20	CC	20/22–2200	7/13–4.5/6	.028	TDC[2]	VD	1243
Taunus 17M	59–61	Bosch	47–53	14–18	.016–20	CC	20/22–2050	10/12–6.5/8	.028	TDC[2]	VD	1243
[2] Add 2 deg. if tested with strobe light.												
HILLMAN												
Minx II, III, IIIA, IIIB, Husky II	59–63	Luc.	27–33	18–24	.016	CC	16/18–3000[5]	5.5/7.5–14	.028–32	4–6[1]	Pul.	1342
Minx IIIC, V, Super Minx I, II[4]	62–65	Luc.	27–33	18–24	.015	CC	16/18–3000[5]	5.5/7.5–14	.025	6–8[2]	Pul.	1342
[1] At 400 rpm., Series III, 9–11°, Series IIIA, IIIB, Husky II, 6–8°. [2] At 400 rpm., Super Mk I & II, Minx V, 9–11. [3] Crankshaft speed. [4] Also Husky III												
HUMBER												
Super Snipe I-V, Imperial	59–65	Luc.	33–37	18–24	.014–16	CC	9/11–1200[1]	2/4–15	.025	5–7[2]	VD	153624
[1] Series I; series II, III, 9–1500, series IV, 14/16–1800. [2] At 400 rpm.												
IMPERIAL												
MY1 (413 V8)	59	AL	34–40[1]	17–20	.015–18	CC	17/21–4300[6]	23/29–16.4	.035	10	VD	18436572
"Y" Series (P to A) 413 V8	60–65	AL[3]	27–32	17–21.5	.014–19	CC	17/21–4600[4,6]	16.5/22–15[5]	.035	12.5	[2]	18436572
[1] Both sets. [2] Stationary indicator on chain case cover. [3] From '61, Own. [4] RY1, 11–1600; SY1, TY1, VY1, 8.5/10.5–2300. [5] RY1, 16–12; SY1, TY1, 8.3/11.15, VY1 12/17–13. [6] Crankshaft speed.												
JAGUAR												
2.4 litre	59	Luc.	32–37	18–24	.014–16	CC	20/23–3200	11/13–18	.030	6	Fly.	153624
Mk VIII (8:1 comp. ratio)	59	Luc.	32–37	18–24	.014–16	CC	17/19–3200	8/10–20	.022	6	VD	153624
Mk IX, Mk 2 (3.8 eng., 8:1 c. r.)	59–61	Luc.	32–37	18–24	.014–16	CC	17/19–3400	6/8–25	.022	4	VD	153624
XK150 (3.4 and 3,8 eng., 8:1 c. r.)	59–61	Luc.	33–37	18–24	.014–16	CC	17/19–3200	8/10–20	.025	6[2]	VD	153624
XK150S (3.4 eng., 9:1 c. r.)	59–61	Luc.	32–37	18–24	.014–16	CC	8/10–2000	11/13–18	.022	9	VD	153624
3.4 litre, Mk 2 (3.4 eng., 8:1 c. r.)	59–61	Luc.	32–37	18–24	.014–16	CC	17/19–3200	8/10–20	.025	2	Fly.[3]	153624
Mk 2 (3.4 eng., 9;1 c. r.), "E" type	60–64	Luc.	33–37	18–24	.014–16	CC	10/12–2000	7–9/20	.025	2[5]	VD	153624
XK150, Mk 2 (3.8 eng., 9:1 c. r.)	60–65	Luc.	33–37	18–24	.014–16	CC	13–2000	7/9–15	.025	5[4]	VD	153624
Mk. X (3.8), Mk. X & E (4.2)	62–65	Luc.	33–37	18–24	.014–16	CC	9/10–2300	7/9–20	.025	10[11]	VD	153624
3.8 S Type	64–65	Luc.	31–37[1]	18–24	.014–16	CC	13@2000[6]	7–9@15[6]	.025	5[7]	VD	153624
[1] '64, 32–38. [2] With 3.8 engine, 4°. [3] VD on Mk 2. [4] 7 on XK 150 & '63 Mk II. [5] "E" type, 10° [6] '64, 17–19@3200; vac., 8@12. [7] '64, 7. [11] '63, 7–10; 7–9 w/C.R. 8;1.												
KAISER-JEEP												
6-226 Engine	59–64	AL	36–42	17–20	.020	CC	9–1675	5–15	.030	4[4]	VD	153624
4-63[1], 4-75 Engines	59–65	AL	37–43	17–20	.020	CC	22–1700[2]	6–14[2]	.030	5	Pul.	1342
6-230 OHC Engine	62–65	AL	38± 3	17–20	.020	CC	30–2800	15–12	.030	5	VD	153624
8-327	65	P	28–32	17–21	.016	CC	17–19@1900	11@15.5	.035	5	VD	18436572
[1] To '64 only. [2] Truck, S/Wagon, Sed. Del. & FC 150 models (4-75 eng) Others, 11–1700 (no vac. adv.) [4] With dual-throat carb.; otherwise 5°.												
LAND ROVER												
Series II 2¼ litre	59–65	Luc.	57–63	18–24	.014–16	CC	19/21–2250	11/13–25	.029–32	6[2]	Fly.	1342
Series II, 2¼ litre Diesels	59–65	NOT APPLICABLE										
[2] Premium fuel; regular, 3.												

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas.
Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.



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IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ Distributor RPM	Max. Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
LINCOLN CONTINENTAL												
All	59–63	Ford	26–28½	17–20	.014–16	CC	15.5–2000[3]	9.5/12–16[2]	.032–36	4	VD	15426378
All Std. Ignition	64–65	Ford	26–28.5	17–20	.014–16[4]	CC	9.5@2000[6]	7.5@14[7]	.032–36	6	VD	15426378
All Transistor Ignition	64–65	Ford	22–24	17–20	.019–21	CC	9.5@2000[6]	7.5@14	.032–36[5]	6	VD	15426378
[1] '64, 12–21. [2] '60, 9.5/12.5–20; '61, 14.25/15.75 @ 0 in. Hg.; '62, 22–18; '63, 12–20. [3] '61, 14.25/15.75–2000.; 62, 30–4000. [4] '64, .014–18. [5] '64, .028–32. [6] '64, 9.75@2000. [7] '64, 7.5@20.												
MERCEDES-BENZ												
180b, c	59–63	Bosch	48–55	14–18	.016–20	C	21/23–2250	4/7–9/12	.036	4–5[4]	Pul.	1342
190b, c	59–65	Bosch	48–55	14–18	.016–20	C	17/20–2300	4/7–14	.036	4–5[4]	Pul.	1342
190 SL	59–63	Bosch	48–55	14–18	.016–20	C	13/17–1600	—	.036	9–10[4]	Pul.	1342
219, 220S	59–60	Bosch	37–42	18–21	.012–.016	C	16/18–2350	4.5/6.5–12	.032	1± 1[2]	Pul.	153624
220b, Sb	60–65	Bosch	37–42	18–21	.012–.016	C	16/18–2350	4.5/6.5–12	.014	2± 1	Pul.	153624
220SE	59	Bosch	35–41	18–21	.012–16	C	11/13–1400	5.5/8.5–18	.014	2± 1	Pul.	153624
220SEb	60–65	Bosch	37–42	18–21	.012–.016	C	15–2000	5.5/8.5	.014	4	Pul.	153624
300d	59–63	Bosch	36–40	18–21	.012–16	C	11/13–1500	5/7–14.5	.028	2 ATC[4]	Pul.	153624
300 SL Roadster	59–63	Bosch	82–88	25–30	.012–14	C	11/13–1300	—	—	2[4]	Pul.	153624
300SE	62–65	Bosch	47–53	18–21	.018–.020	C	15–2000	4.5/6.5–	.014	7	Pul.	153624
230 SL	63–65	Bosch	39–44	18–22	.012–16	C	30@3000	—	.014	4–7	Pul.	153624
[2] 220S, 2± 1. [4] Add 2 degs. if tested with strobe light.												
MERCURY (MONARCH to '61)												
Comet, All	60	Ford	35–38	17–20	.024–6	C	[6]	13/14–5.35[1]	.032–6	2[8]	VD	153624
Comet, 144 Engine	61–63	Ford	35–38	17–20	.024–6	C	[6]	13.25–10[5]	.035	8[5]	VD	153624
Comet, 170, 200 Engine	61–65	Ford	35–38	17–20	.024–6	C	[6]	16.5–10[4]	.032–36	6[5]	VD	153624
Comet, 260 V8	63	Ford	26–28½	17–20	.014–16	CC	9¼/11–2000	10½–20	.032–36	4[8]	Pul.	15426378
Comet, 260, 289 V8s	64–65	Ford	26–28½	17–20	.014–16	CC	9.25–11@2000[7]	9.5–12.5@20[10]	.032–36	6[8]	VD	15426378
[1] Aut. trans. 6/7–3.94. [2] Pointer on front cover. [3] Std. trans.; AT, max. 12¼ deg [4] Auto. trans. max., 14@10; 200 eng., 12.5@3.8; '65, 170 eng., man. trans., 11.5@3.9, auto. trans., 8@3.9; '65 200 eng. man. trans. 11.5 3.8, auto. trans., 9.5@3.8. [5] Auto. trans., 12 deg. [6] Vacuum advance only. [7] Manual shift: AT 8¼–9¾ @ 2000. [8] 260 V8, auto. trans., 10 deg. [9] '64, 289, man. trans., 14@2000; '65, 289-2V w/man. trans., 12–13.75@2000, auto. trans., 10.5–12@2000. [10] 260 auto. trans., 11@2; '64, 289 man. trans., 8–11@20; '65, 289-2V man. trans., 6.75–9.75@14, auto. trans., 8.25–11@14, 289-4V, 8–11@20.												
Meteor, 170, 200 6 Cyl.	62–63	Ford	35–38	17–20	.024–26	C	6¼/7½–2000[4]	16–10[1]	.035	6[2]	[3]	153624
Meteor 221, 260 V8s	63–63	Ford	26–28½	17–20	.014–16	CC	12/13½–2000[6]	10.5–20	.032–36	6	[3]	15426378
Meteor 223, 240 6 Cyl.	64–65	Ford	35–38	17–20[5]	.024–26	C	[12]	10¾/12–4.3[14]	.032–36	4[7]	VD	153624
Meteor 352 V8	64	Ford	26–28.5	17–20	.014–16	CC	10¼/11¾–2000[8]	7½/10½–20	.032–36	6[7]	VD	15426378
Meteor 390 V8	64	Ford	26–28.5	17–20	.014–16	CC	13/14½–2000[9]	7/10–17[10]	.032–36	6[11]	VD	15426378
Meteor 352, 390 V8	65	Ford	26–28.5	17–21	.014–16	CC	11.00@2000[16]	7.5–10.5@18[17]	.032–36	8[15]	VD	15426378
[1] Aut. trans., 14–10. [2] Aut. trans., 12 deg. [3] Indicator scale on front cover. [4] Vac. adv. only on 170 eng. [5] '65, 17–21. [6] 221 V8 w/manual shift; aut. trans. 6¾–8¼ @ 2000. 260 V8, 10–11½ @ 1950; 8¼–9¾ @ 2000 w/aut. [7] Auto. trans., 10; 240 eng. man., 6, auto., 10. [8] Auto. trans., 8¼/9¾–2000. [9] W/4 bbl. carb. 10¼/11¾–2000. [10] W/4 bbl. carb., 4½/7½–20. [11] W/std. trans., 4 deg. [12] Vac. advance only. [13] Pointer on front cover. [14] 240 eng. w/man. trans., 11.75–13.25@4.9, auto. trans., 8.75–10@4.8. [15] Auto. trans., 12 deg. [16] 352 man. trans. only; auto. trans., 10.5–12@2000; 390-2V, 13–14@2000; 352, 390-4V eng., 10.75–12.25@2000. [17] 352 man. trans., only; auto. trans., 6.5–9.5@14; 390-2V, 7–10@18; 352, 390-4V eng., 5.5–8.5@4.												

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas. Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.



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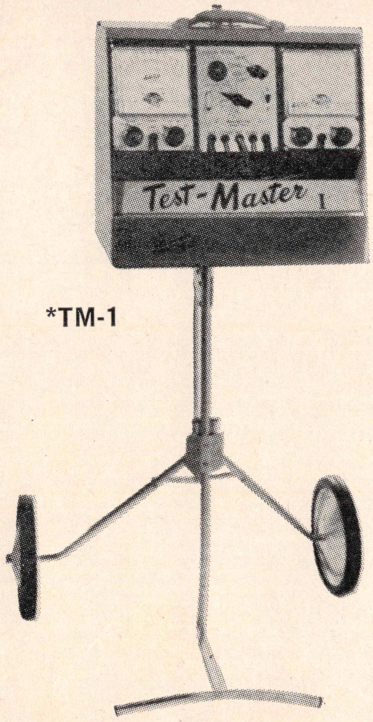
IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ Distributor RPM	Max. Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
MERCURY—Continued												
383 & 430 V8s	59–60	Ford	26–28½	17–20	.014–16	CC	14/15–2000	10/15–16[2]	.032–36	3[1]	VD	15426378
292 V8	61–62	Ford	26–28½	17–20	.014–16	CC	10¼/11¾–2000	—	.032–36	2–10	VD	15486372
352, 390 V8s	61–64	Ford	26–28½	17–20	.014–16	CC	12–2000[3]	11–17[4]	.032–36	2–10	VD	15426378
223 6 Cyl	62–63	Ford	35–38	17–20	.024–26	C	[5]	11–4.8[5]	.032–36	6[6]	VD	123456
406 V8	63	Ford	—	27–32	.015–18	CC	14–2500	—	.032–36	8	VD	15426378
352, 390 V8	65	Ford	26–28.5	17–21	.014–16	CC	11.00@2000[7]	7.5–10.5@18[8]	.032–36	8[9]	VD	15426378
	[1] 6° with auto. trans. [2] '60, 9.5/12–20. [3] '64, 352 eng., 10¼/11¾–2000 (man. trans.), 8¼/9¾–2000 (auto. trans.); '64, 390 eng. 13/14½–2000 (2 bbl.), 10¼/11¾–2000 (4 bbl.). [4] 390 eng., 8½–20; '64 352 eng., 10½–20, vac. adv. 10–17 (2 bbl.), 7½–20 (4 bbl.). [5] Vacuum adv. only. Manual trans. shown. AT. 13–6.5. [6] Aut. trans., 12 deg. [7] 352 man. trans. only; auto. trans., 10.5–12@2000; 390-2V,13–14.5@2000; 352, 390-4V eng., 10.75–12.25@2000. [8] 352 man. trans., only; auto. trans., 6.5–9.5@14; 390-2V, 7–10@18; 352, 390-4V eng., 5.5–8.5@4.											
METEOR (to 1961)												
223 Engine	59–61	Ford	35–38	17–20	.024–26	C	[6]	11.2–5.99[6]	.032–36	4[5]	VD	153624
332 Engine	59–61	Ford	26–28½	17–20	.014–16	CC	14–2000[7]	11–15[8]	.032–36	3[1]	VD	15426378
361 Engine	59	Ford	26–28½	17–20	.014–16	CC	14.7–2000	9–14	.032–36	3[1]	VD	154263
352 Engine	60	Ford	26–28.5	17–20	.014–16	CC	12/13–2000	9½/12½–20	.032–6	3[1]	VD	15426378
390 Engine	61	Ford	26–28.5	17–20	.014–16	CC	[12]	[12]	.032–36	2–10	VD	15426378
	[1] '59 and '60, 6° with auto. trans. All '61, 2° min. to 10° max. [5] 4° with auto. trans ; '60, 4° std., 10° automatic. [6] '60. 10¼/11½–6 .09 w/std. trans.: automatic, 7½/8½–5 .63. '61 std. trans., 10.25/11.25 @ 2000 rpm '61, auto. trans., 13 @ 1450 rpm. [7] '60. 13¾/15¼–2 00. '61, 13.75/15.25 @ 2000 rpm. [8] '60, 9½/11½–20. '61, 13.75/15.25 @ 0 in. Hg. [12] 10.75/12.25 @ 2000 rpm.											
MG												
Series A (1500)	59	Luc.	57–63	18–24	.014–16	CC	11/13–1500	7/14	.019–21	7	Pul.	1342
Series A Twin Cam	59–61	Luc.	57–63	18–24	.014–16	CC	11/13–1500	7/14–	.024–26	TDC	Pul.	1342
Magnette Series ZB	59	Luc.	57–63	18–24	.014–16	CC	13/15–2000	6/14	.019–21	4	Pul.	1342
Magnette Series III	59–61	Luc.	57–63	18–24	.014–16	CC	13/15–2000	6/14–	.025	5	Pul.	1342
MGA 1600, 1600 Mk II	59–62	Luc.	57–63	18–24	.014–16	CC	—	—	.025	10	Pul.	1342
Midget, Magnette Mk IV	61–65	Luc.	57–63	18–24	.014–16	CC	12/14–2300[2]	9/11–22[1]	.025	4	Pul.	1342
MGB	63–65	Luc.	57–63	18–24	.014–16	CC	9/11–1500	9/11–20	.025	—	Pul.	1342
MG 1100	63–65	Luc.	57–63	18–24	.014–16	CC	17–3200	6/8–12	.025	5	Pul.	1342
	[1] Midget; Magnette, 11/13–25. [2] '64 Midget, 15/17–2750.											
MORRIS												
Minor 1000	59–64	Luc.	57–63	18–24	.014–16	CC	15/17–3200	6/8–20	.025	0	Pul.	1342
Oxford Series III	59	Luc.	27–33	18–24	.014–16	CC	11/13–2400	3/13–	.025	5	Pul.	1342
Oxford Series V, VI	59–65	Luc.	57–63	18–24	.014–16	CC	11/13–2000	5/7–28	.025	5	Pul.	1342
Isis (Six) Series II	59	Luc.	27–33	18–24	.014–16	CC	15/17–2800	11/13–	.025	6	Pul.	153624
850, Cooper, Super	60–65	Luc.	57–63	18–24	.014–16	CC	9/11–1200	6/8–12	.025	0[2]	Fly.	1342
1100	63–65	Luc.	57–63	18–24	.014–16	CC	16/18–2800	9/11–22	.025	3	Pul.	1342
	[2] Mini Cooper, 7 deg. (static).											
NSU												
All	59–65	Bosch[1]	205	21–26	.012–16	—	17/19–5000[3]	—	.028	TDC[2]	Fan	12
	[1] Flywheel ignition-generator-starter unit. [2] Static timing. [3] Crankshaft speed.											
OLDSMOBILE												
88, Super 88, 98	59–63	DR	28–32	19–23	.016	CC	11/13–2200[6]	11–19/21[7]	.030	5[2]	VD	18736542
F-85 (215 V8)	61–63	DR	28–32	19–23	.016	C	11/13–2100	12–15.25/17[8]	.030	5[5]	[4]	18436572

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas.
Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.

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IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ Distributor RPM	Max. Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
OLDSMOBILE—Continued												
F-85 (215 Jetfire V8)	63	DR	28–32	19–23	.016	CC	5/7–1000	11–13/17	.025	10	[4]	18436572
F-85 (225 V6)	64–65	DR	30	19–23	.016	C	12/14–2100	8–14.5/15.75	.030	5	VD	165432
F-85, Jetstar 88 (330 V8)	64–65	DR	30	19–23	.016	CC	14/16–2000[10]	9.5–15/16.6[11]	.030	7.5	VD	18436572
88s, Starfire, 98	64	DR	30	19–23	.016	C	12/14–2000	13–18/20	.030	5	VD	18736542
F85 (400 V8)	65	DR	30	19–23	.016	CC	10–12@2000	9.5@15–16.6	.030	5	VD	18436572
88s[1], 98, Jetstar, Starfire	65	DR	30	19–23	.016	CC	10–12@2000	9@15.5–19.5	.030	5	VD	18436572
[1] Dynamic, Delta. [2] Prem. fuel engine, 7.5; '62–'63 w/manual trans. 2.5 deg. [4] Cast on R. side engine front cover. [5] W/AT and all 4 bbl. carb., 7.5 deg. [6] '62, 12/14–2000. [7] '62, 13–17/19; w/2 bbl. carb., 13.5–16/18; '63, 12/14–19. [8] '63, 11–13/16 w/std. trans.; w/AT, 11–13/17. [10] W/4 bbl. carb., 12/14–2125. [11] W/4 bbl. carb., 15.5–16.5@19.25.												
PEUGEOT												
403	59–65	—	55–59	—	.016	C	14–2100	8–1500	.024	9.5	Fly.	1342
404	61–65	Duc[1]	57	—	.020[2]	—	17–2100	8.6–1500	.024[3]	11	Fly.	1342
[1] Or S.E.V. [2] '64, .016. [3] '64, .028.												
PLYMOUTH												
LP1, MP1 (251 6 Cyl.)	59	AL	34–38	17–20	.020	C	14/18–3100	20/24–16	.035	6	VD	153624
LP2, MP2 (313 V8)	59	AL	29	17–20	.015–18	C	20/24–4800	24/29–16	.035	8	Pul.	18436572
PP1 (6 Cyl.)	60	AL	36–42	17–21.5	.020	C	11/12–2400[5]	10–5/15–13	.035	2.5	[2]	153624
PP2 (313 V8)	60	AL	27–32	17–21.5	.014–19	C	11/12–2400[5]	12/14.8–18	.035	5[4]	[2]	18436572
PP2 (361 V8)	60	AL	27–32	17–21.5	.014–19	CC	7/9–2200	8.3/11–16	.035	10	[2]	18436572
RP1, SP1, TP1, VP1 (6 Cyl.)	61–64	AL[14]	36–42	17–21.5	.020	C	12.5–2200[6]	7.5–14[7]	.035	2.5[5]	[2, 16]	153624
RP2, SP2, TP2, VP2 (313 V8)	61–64	AL[14]	27–32	17–21.5	.014–19	C	12.5–2400[15]	13–16[8]	.035	5	[2]	18436572
RP2, SP2 (361 V8)	61–62	AL	27–32	17–21.5	.014–19	CC	12–2200[9]	13–18	.035	10	[2]	18436572
TP2, VP2 (383 V8)	63–64	AL[11]	28–33	17–20	.014–19	CC	11.5–2400[13]	13–18[13]	.035	10	[2]	18436572
TP2-P[1], VP2-P (383 V8)	63–64	Own[11]	27–32[10]	17–21.5	.014–19	CC	12–2050[12]	11/61[12]	.035	10	[2]	18436572
AP1 (225 6 Cyl.)	65	P	41–46	17–20	.018–22	C	10.5–12.5@2200	5.5–7.5@14	.035	2.5	[16]	153624
AP2 (318, 383 V8)	65	P	27–32[17]	17–20	.014–19	C[18]	8–10@2400[19]	9–12@16[19]	.035	5[20]	[2]	18436572
AP2 (413 V8)	65	P	27–32[17]	17–20	.014–19	C	18–22@4800	15–21@15	.035	12.5	[2]	18436572
[1] Not built or sold in Canada. [2] Stationary indicator on chain case cover. [3] Auto. trans. 8/10–2400. [4] Std. trans., automatic 10 deg. [5] Std. trans.; auto. trans., 5. [6] SP1, 8.5/12.5–2400, TP1, 10.5/12.5–2400, VP1, 21/25–2500. [7] SP1, TP1, 5.25/7.5–16, VP1, 10.5/15–13. [8] SP1, TP1, 8.5/11.5–18; VP2, 18/24–16. [9] '62, 8.5/10.5–2400. [10] One set of points; both sets, 34–40. [11] '64, VP2-P Prestolite. [12] '64, VP2-P, 18/22–2300, vac. 15/21–14.5. [13] '64, VP2 (383 V8) 21/25–2150, vac. 23/29–16.5. [14] After '64, Own. [15] '64, VP2 w/man. trans. 21/25–2300, w/auto. trans. 16/20–2300. [16] '64, VP1, '65, AP1, water pump housing. [17] Double breaker, 37–42. [18] 383, CC. [19] Manual trans., 10.5–12.5@2400, vac. advance 8.5–11.5@14. [20] Auto. trans., 10.												
PONTIAC												
(Canadian Prod'n.)												
7000 (6 Cyl.)	59–61	DR	28–35	19–23	.016	C	22/26–2400[7]	7.5–10[7]	.033–38	5[1]	Fly.	153624
7000, 75000 (283 V8)	59–65	DR	28–32	19–23	.016	C	13/15–1875[4]	8.5–15/16[3]	.035	4	VD	18436572
7000 (348 V8)	59–61	DR	30	19–23	.016	C	11/13–2300	8.5–15/16[3]	.033–38	4[8]	VD	18436572
7000 (6 Cyl.)	62	DR	28–35	19–23	.016	C	13/15–1875	7.5–10	.033–38	2.5	Fly.	153624
7000, 75000 (327 V8)	62–65	DR	28–32	19–23	.016	C	11/13–2300[9]	8–15/16[9]	.035	4[5]	VD	18436572
7000, 75000 (6 Cyl.)	63–65	DR	31–34	19–23	.016	C	14/16–1500	11–13/11.5	.035	4	VD	153624
7000, 75000 (409 V8, 340 hp.)	63–65	DR	28–32	19–23	.016	C	11/13–2300	8–15/16	.035	10[6]	VD	18436572
7000, 75000 (409 V8, 400 hp.)	65	DR	28–32	19–23	.016	C	11–13@2300	8.2@5.75–8.25[2]	.035	12	VD	18436572
[1] '60–'62 models, 2.5°. [2] '63–'64, 8@15–16. [3] '60–'61, 7.5@15–16; '62–'65, 8@15–16. [4] '63–'65, 14–16 @2000. [5] '62–'65 w/300 and '65 w/250 hp. eng., 8 [6] '63–'64 w/340 hp; '65 w/340 hp., 6; w/425 hp., 12. [7] '61, 12/14–1750; vacuum, 6.5/8.5–6/10. [8] '61, 8°. [9] '65, 12–14@2050, vac. adv., 12.5@11.75–14.												

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IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max Advance (degrees) Centrifugal @ Distributor RPM	Max Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
PONTIAC—Continued												
(*U.S. Prod'n.*)												
21, 23, 24, 25, 26, 27, 28, 29(389 V8)	59–63	DR	28–32	19–23	.016	C[1]	8/10–1450[4]	9–14/15[5]	.033–38	6	Pul.	18436572
389 V8	64	DR	28–32	Preset	.016	CC	8/10–1450[10]	10–15/17[11]	.035	6	Pul.	18436572
421 V8	64	DR	28–32	Preset	.016	CC	8/10–1450[10]	10–15/17	.035	6	Pul.	18436572
389, 421 V8	65	DR	28–32	Preset	.016	CC	10–12@2300[2]	10.5–13@15[3]	.035	6	Pul.	18436572
[1] '63, 23, 26, 28, 2900, CC. [2] Transistor ign. 9.2–12@3000. [3] W/prem. fuel eng. & trans. ign., 10–14.75@16.75. [4] '60 models, prem. fuel, 8/10–2200; reg. fuel, 9/11–2200. '61–'63 reg. fuel, 9/11–1800; prem. fuel (29 series), 8/10–1450. [5] '60 and '61 models; prem. fuel, 9.25–15/17; reg. fuel, 10.75–13/15; '62, reg. fuel 10.5–13/15; prem. fuel (29 series) 10–15/16. [10] Transistor ignition, 9/11–1600. [11] Low comp. eng. w/std. trans., 10–13/15.												
Tempest (4 Cyl.)	61–63	DR	74–76[2]	19–23	.016	CC	12/14–2200[6]	10–13/15	.035	6	Pul.	1342
Tempest (V8)	61–63	DR	28–32	19–23	.016	C[3]	12/14–1850[7]	[9, 7]	.035	5	VD	18436572
Tempest (215 6 Cyl.)	64–65	DR	31–34	Preset	.016	C	14/16–2300	11½–11/13½	.035	4	Pul.	153624
Tempest (326 V8)	64–65	DR	28–32	19–23	.016	CC	11/13–2300[1]	10–14¾/16¾	.035	6	Pul.	18436572
Tempest (389 GTO)	65	DR	28–32	19–23	.016	CC	10–12@2300[1]	10@14.76–16.75	.035	6	Pul.	18436572
[1] Transistor ign. 9.2–12@3000. [2] '63, 31–34. [3] '63, CC. [6] W/high comp., 9/11–1875, for 61' 62; '63, 10/12–2300. [7] '63, 10/12–2300; vac. 10–13/15. [9] 8 @ 14.5/15.75 in. Hg.												
PORSCHE												
356A, 356B, 356C (1600, 1600S Eng.)	59–65	Bosch	47–53	14–18	.016–20	C	14/16–1650	—	.028	5[1]	Pul.	1432
911	65	Bosch	—	14–18	.016	C	28@4500	—	.014	TDC[2]	Pul.	162435
[1] Add 2 deg. if tested with strobe light. [2] @950–1000 rpm.												
RAMBLER												
American (L-head)	59	DR	28–35[2]	19–23	.016	CC	12/16–2000	9/13–11	.033–37	3	VD	153624
10 Series (6-OHV)	59	DR	28–35[2]	19–23	.016	CC	20/24–2100	22–17/16	.033–37	5	VD	153624
Rebel V8 20 Series	59	DR	28–32	19–23	.016	CC	34/38–2000	24–15/13	.033–37	TDC	VD	18436572
Ambassador V8	59	DR	28–32	19–23	.016	CC	34/38–1900	18/22–16/14	.033–37	5	VD	18436572
American (L-head)	60–65	AL	37–41	17–22	.018	CC	14–2000	11–11	.033–37	3[1]	VD	153624
10 Series, American Custom	60–61	DR	28–35	19–23	.016	—	22–2100	22–16.5	.033–37	8[5]	VD	153624
Rebel and Classic V8s	60–61	AL	28–32	17–22	.014–19	—	36–2000[7]	24–14[7]	.033–37	TDC[8]	VD	18436572
Ambassador V8	60–61	AL	28–32	17–22	.014–19	—	36–1900	20–15	.033–37	TDC[6,8]	VD	18436572
Classic & American 6 OHV	62–65	AL	28–35[9]	17–21	.016[10]	C	22–2100	22–16.5	.033–37	5[5]	VD	153624
Ambassador and Classic V8	62–65	AL	28–32	17–22	.015–19	CC	36–1900	20–15	.033–37	5[4]	VD	18436572
[1] 6° BTDC for prem. fuel. [2] Set at 30. [3] 8° BTDC for prem. fuel. [4] 287 eng., 8° BTDC for prem. fuel; 327 eng., prem. fuel only. [5] With auto. trans., 10°. [6] With optional engine 5. [7] '61, 36–3800 and 20–15. [8] With manual trans. TDC for regular fuel, 3° BTDC for premium. Auto. trans., 5° regular, 8° prem. [9] '65, 31–34. [10] '65, 17–22.												
RENAULT												
Dauphine	59–65	SEV	55–63	16–21	.018	C	13.5–1950	5.8–14.5	.024		Pul.	1342
Gordoni, Caravelle "S" & "4"	60–65	SEV	55–63	16–21	.018	C	9–2500[2]	10–14[2]	.024		Pul.	1342
R-4, R-8	62–65	SEV	55–63	16–21	.018	C	12–1850[4]	0[4]	.024		Pul.	1342
Estafette	60–63	SEV	55–63	16–21	.018	C	12–2000	0	.024		Pul.	1342
[1] Notch 1/16 in. before pointer. [2] S-4, 14–2250; vac. 5–9. [4] R-8, 13.5–1275; vac. 10–13.9.												
RILEY												
2.6	59	Luc.	35	18–29	.014–16	CC	15–2000	8–15	.025	4–5	—	153624
One-Point-Five, 4/Sixty Eight	59–61	Luc.	57–63	18–24	.014–16	CC	13/15–2000	8–20	.025	TDC	—	1342
4/72	62–65	Luc.	57–63	18–24	.014–16	CC	12/14–2300	11/13–25	.025	5	Pul.	1342

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas.
Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.

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IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (Oz.)	Breaker Point Gap (In.)	Rotation	Max Advance (degrees) Centrifugal @ Distributor RPM	Max Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
ROVER												
3 litre	59-65	Luc.	35	18-24	.014-16	C	7/9-2000	11-13	.029-32	3	Fly.	153624
100	60-62	Luc.	35	18-24	.014-16	C	7/9-2000	11-13	.029-32	10	Fly	153624
2000	65	Luc.	57-63	18-24	.014-16	CC	13-15@2200	—	.029-32	4	Fly.	1342
SIMCA												
Aronde	59-60	SEV	56	—	.017-19	C	44-4000[1]	None	.025	4	Pul.	1342
Vedette	59-60	—	28	17 min.	.015-16	C	—	9-4.09	.023	3	None	15486372
Aronde, "5"	61-62	SEV	62	18-21	.018-21	C	26/30-2600	7/11-8.7	.024	TC	Pul.	1342
1000	63-64	SEV	—	19.25± 1.7	.018-21	—	—	—	.024	6	—	1342
1000	65	Duc.	—	17-21	.018-21	—	14-16@2000	—	.024	12	Pul.	1342
[1] Flash Special engine, 38/44-4000, crankshaft speed.												
SINGER												
Gazelle Series III, IIIA	59-60	Luc.	27-33	18-24	.016	CC	14/16-2100	5.5/7.5-14	.025	9-11[2],[1]	Pul.	1342
Gazelle Series IIIB	61	Luc.	27-33	18-24	.016	CC	14/16-2100	6/8-15	.025	6-8[1]	Pul.	1342
[1] At 400 rpm., Series III, 9-11°. [2] IIIA, 6°-8° static.												
SKODA												
All	59-64	PAL	45-49.5	17.5	.016	C	20-2100[4]	6.5	.024	4[5]	Pul.	1342
1000 MB	65	PAL	55	10	.016-19	C	22@1800	6.5	.025	8	Pul.	1342
[4] Touring Sport and Felicia, 15° @ 750. [5] Touring Sport and Felicia, TDC ± 2°.												
STANDARD												
10hp	59	Luc.	27-33	18-24	.014-16	CC	12/14-2450	9/11-	.025	10	Pul.	1342
Vanguard, Ensign	59-62	Luc.	27-33	20-24	.014-16	CC	20/23-2000	11/13-	.025	12	Pul.	1342
Vanguard Six	61-62	Luc.	—	—	.015	C	24-3000	8/12-18	.025	15	Pul.	153624
STUDEBAKER												
All 6 Cyl.	59-60	AL[3]	38-40	17-20	.020	CC	7-1400	9-12	.030	2	VD	153624
All V8s	59-60	DR	28-32	19-23	.016	CC	11/13-1150	7/9-12	.035	4	VD	18436572
170 6 Cyl.	61-64	AL	37-41	17-22	.017-22	CC	26-1800	16-13	.033-38	2	VD	153624
All V8s	61	DR	28-32	19-23	.016	CC	26-2250	18-13	.033-38	4	VD	18436572
259, 289 V8s	62-64	AL	27-31	17-22	.014-19	CC	26-2300[1]	18-13[1]	.033-38	4	VD	18436572
Avanti	63-64	AL[5]	39± 3	27-31	.014-19	CC	22-2000[4]	18-13	.033-38	4[4]	VD	18436572
Commander, Cruiser (6 Cyl.)	65	DR	31-34	19-23	.019	C	26@2300	21@14.5	.033-38	8	VD	153624
Commander, Daytona, Cruiser (V8)	65	DR	28-32	19-23	.019	C	30@3000	15@15.5	.033-38	4± 1	Pul.	18436572
[1] '63-'64, 24-2400; vacuum, 16-12. [3] Some DR eqpt. used in '59. [4] Model IBS-4012 distributor; IBS-4012A, 20-1200 and spark 6 deg. BTDC. [5] Dual breaker.												
SUNBEAM												
Rapier Series I, II	59	Luc.	27-33	18-24	.016	CC	16/18-3000	6/8-15	.025	18[1]	Pul.	1342
Rapier III, IIIA, Alpine I, II	60-63	Luc.	27-33	18-24	.016	CC	9/11-2200	4/6-8.25	.025	10[1]	VD	1342
Alpine III	63	Luc	27-33	18-24	.015	CC	9/11-2200	4/6-8.25	.025	13[1]	VD	1342
Rapier IV, Alpine IV	64	Luc.	27-33	18-24	.015	CC	8/10-2000	4/6-8.25	.025	11[1]	VD	1342
Imp Sedan	64-65	Luc.	27-33	18-24	.015	CC	12/14-3000	7/9-15	.025	7[1]	Pul.	1342[2]
Minx Deluxe Sedan	65	Luc.	27-33	18-24	.015	CC	16-18@3000	5.5-7.5@14	.025	9-11	Pul.	1342
Tiger 260	65	Ford	26-28.5	17-20	.015	CC	9.25-11@2000	9.5-12.5@20	.032-36	6	Pul.	15426378
[1] At 1000 rpm. [2] No. 1 at rear of car.												

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas.
Ma—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.

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IGNITION

MAKE & MODEL	YEAR	DISTRIBUTOR							Spark Plug Gap	IGNITION TIMING		
		Make	Cam Angle (Deg.)	Breaker Arm Spring Tension (oz.)	Breaker Point Gap (In.)	Rotation	Max. Advance (degrees) Centrifugal @ Distributor RPM	Max. Advance (degrees) Vacuum @ In. of Hg.		Spark Occurs Before TDC @ Idle	Mark Location	Firing Order
THUNDERBIRD												
390 Engine	61–63	Ford	26–28.5	17–20	.014–16	CC	23–2000[3]	11/17–12.2[4]	.035	2–10	VD	15426378
All Std. Ignition	64–65	Ford	26–28.5	17–20	.014–16	CC	12.7@2000[6]	8.5@14[7]	.032–6	6[9]	VD	15426378
All Transistor Ignition	64–65	Ford	22–24	19–21	.019–21	CC	12.25@2000[6]	8.5@14[7]	.032–36[8]	6[9]	VD	15426378
[1] '60, 14¼/15¾–2000. [2] At 16 in. hg.: '60, 9½/12½–20. [3] '63, 13/14½–2000 w/12127-A dist.; 11¼/12¾–2000 w/12127-B. [4] '63, 8½ @ 20 in. of Hg. [5] '64, 19–21. [6] '65, 12@2000. [7] '64, 8.5@20. [8] '64, .028–32. [9] '64, 8°.												
TRIUMPH												
TR3, TR4	59–64	Luc.	27–33	20–24	.014–16	CC	15/17–2200[4]	5/7–	.025	4	Pul.	1342
Sedan, Est. Wagon, Pennant, Herald	59–62	Luc.	27–33	18–24	.014–16	CC	12/14–2450[1]	9/11–[2]	.025	10[3]	Pul.	1342
Herald 1200, 12/50, Spitfire 4[8]	63–65	Luc[5]	60	18–24	.014–16[7]	CC	10–2500	—	.025	15[6]	Pul.	1342
Sports Six	63–65	Luc	35	18–24	.014–.016	CC	13/15–2700	—	.025	10	Pul.	153624
2000	64–65	Luc.	—	18–24	.015	C	22/26–2500	18/22–20	.025	8	Pul.	153624
Spitfire 4, Mk. II	65	DR	—	18–24	.015	CC	13@5000	—	.025	13	Pul.	1342
TR4, 2/3, TR4A	65	Luc.	57–63	18–24	.015	CC	9–11@1200	—	.025	4	Pul.	1342
[1] Herald, 14/17–3000. [2] Herald, 5° @ 7 in. Hg. [3] Herald coupe, conv., 12°. [4] TR4, 9/11–1200. [5] Spitfire, Delco Remy. [6] Spitfire, 13. [7] '64 Spitfire .013.												
VALIANT												
QX1	60	AL	36–42	17–21.5	.017–23	C	12/16–1640	19/25–14.5	.035	5	1	153624
RV1, SV1, TVX1 (170 & 225 Engines)	61–63	AL	36–42	17–21.5	.017–23	C	13.5–2200[3]	12.5–16[2]	.035	2.5	1	153624
TV1[4], VV1[4]	63–64	Own	40–45	17–20	.017–23	C	13.5–2200[7]	7.25–10[8]	.035	2.5	1, 9	153624

VVX1 (170 & 225 Eng.)	64	Own	40–45	17–21.5	.017–23	C	25/29–2200[10]	17/23–12[11]	.035	2.5		153624
VV2[4], VVX2 (273 V8)	64	Own	28–33	17–20	.014–19	C	21/25–2300[5]	21/27–15	.035	5[6]		18436572
AV1, AL1 (170, 225 6 Cyl.)	65	P	40–45	17–21.5	.017–23	C	13.5@2200[12]	6–8.5@12[12]	.035	2.5	[9]	153624
AV2, AL2 (273 V8)	65	P	28–33	17–20	.014–19	C	8–11.5@1800	10.5–13.5@16	.035	5[6]	[1]	18436572

[1] Stationary indicator on chain case cover. [2] SV1, 9.5/12.5–12.5; TVX1 (170 eng.) 7.25–14 (later production, 10–16); 225 eng., 6.3–16.
[3] TVX1 (170 eng.) 13.5–2400; 225 cu. in. eng., 11.5–2400. [4] Not built or sold in Canada. [5] W/auto. trans., 16/20–2300. [6] W/Auto trans., 10.
[7] '64 170 VV1, 25/29–2200; 225 VV1, 21/25–2500. [8] '64 170 VV1 w/man. trans., 17/23–12; w/auto. trans., 12/17–10; 225 VV!., 10½/15–13.0.
[9] '64, water pump housing. [10] 225 eng., 21/25–2500. [11] 170 eng. w/auto. trans., 12/17–10; 225 eng., 10½/15–13.
[12] 225 eng. 10.5–12.5@2200, vac. adv., 5.5–7.5@14.

VAUXHALL

Victor, Envoy, Bedford CA, Envoy EA	59–65	ACD	35–37	17–21	.019–21	CC	15.5–2000[5]	5.5–20	.028–30[4]	9	Fly.	1342
Velox, Cresta	59–63	ACD	35–37	17–21	.019–21	CC	10/12–1600[2]	5.5–20	.028–30[4]	9	Fly.	153624
Viva, Epic	64–65	ACD	35–37	17–21	.019–21	CC	14/16.5–2000	7.5–20	.028–32	9	Pul.	1342

ACD—AC-Delco. [1] '56–'59, 9°. [2] '61, 8/10–1000. [4] '61, .028–32. [5] '61, 14.5/16.5–2000; '64, 14/16.5–2000.

VOLKSWAGEN

Sedan, Karman-Ghia	59–60	Bosch	48.55	14–18	.016–20	C	7/10–1800	4–6/14	.028	7.5[2]	Pul.	1432
Transporter	59–60	Bosch	48.55	14–18	.016–20	C	7/10–1800	4–6/14	.028	7.5[2]	Pul.	1432
All (Vacuum distributor)	60–65	Bosch	52–57	14–18	.016	C	—	7.5–11/2	.028	10[2]	Pul.	1432

[2] Add 2 deg. if tested with strobe light, 1500 models, 7.5.

VOLVO

"B16" Engine	59–61	Bosch	47–53	14–18	.016–20	C	12/15–1900	7/9–20	.028	4[2, 4]	Fly.	1342
"B18" Engine	61–65	Bosch	60	14–18	.016–20	CC	10/12–1650	6/9–7	.028	4[2, 3]	Pul.	1342

[2] Add 2 deg. if tested with strobe light. [3] 22°–1500 rpm. w/vac. line off; P180, 18°–1500 rpm. [4] 23°–1500 rpm., vac. line off.

WOLSELEY

6/90 II, III	59	Luc.	27–33	18–24	.014–16	CC	14/16–2000	5–12	.020	—	—	153624
6/99	59–61	Luc.	27–33	18–24	.014–16	CC	14/16–2000	5–12	.025	—	—	153624
15/60, 16/60	59–65	Luc.	57–63	18–24	.014–16	CC	11/13–2000	6–17	.025	5	Pul.	1342
6/110	62–65	Luc.	33–37	18–24	.014–16	CC	14/16–2000	8–12	.025	5	Pul.	153624

AL—Autolite. ATC—After top centre. C—Clockwise. CC—Counter clockwise. DR—Delco Remy. Duc—Ducellier. Fly.—Flywheel. Hg—Mercury. Luc.—Lucas.
Mar—Marelli. Pul.—Pulley. TDC—Top dead centre. VD—Vibration damper.

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DEPENDABLE CHAMPION SPARK PLUGS

ENGINEERED by the spark plug

MODEL	CHAMPION PLUG	PLUG GAP
ACADIAN		
All 4 & 6 Cyl. Engines	UN-12Y or N-6	.035
All V-8's Except 300 H.P. 327 cu. in.	J-12Y or UJ-8	.035
300 H.P. 327 cu. in.—Normal Service	J-7	.035
Competition	UJ-6	.032
AUSTIN		
1945-'47 8 h.p.	L-10	.020
1945-'49 16 h.p.	N-8	.020
A30, A35, A40 Sports, A90 Atlantic	N-5	.025
A105	N-5 or UN-12Y	.025
A70, A125, A135, Princess IV	N-8	.025
A90, A95 Westminster	N-8 or UN-12Y	.025
To 1958, A40, A50, A55, Metropolitan	N-8	.025
1959-'61 A40, A55, 7, 850, Metropolitan	N-5	.025
1959-'61 A99	N-5 or UN-12Y	.025
1962 6/99 (AD053)	UN-12Y	.025
1962-'65 Princess 3L, A/110 Westminster	UN-12Y	.025
1962 A60 Cambridge, 7 Cooper, A40 Mk II	N-5	.025
1963-'64 Mini Cooper "S"	UN-12Y	.025
1964-'65 1100, Mini Saloon, Mini Cooper, Mini Countryman, A40 Saloon & Countryman, A60, 1800	N-5	.025
Mini-Cooper 1000S, 1081S, 1275S		
Normal Service	N-9Y	.025
For Sustained High Speed	N-64Y	.025
BUICK		
1958 thru 1965 V-8 364, 401 cu. in.	J-12Y or UJ-6	.033
1963 thru 1965 V-8 425 cu. in.	J-10Y or UJ-6	.035
1962 thru 1965 All V-6 Engines	J-12Y or UJ-6	.035
1965 300 cu. in. V-8	J-12Y or UJ-6	.035
1964 300 cu. in. V-8 (½" Reach Alum. Hds)	L-12Y	.035
1961 thru 1963 Aluminum V-8		
Special with Standard Engine	UL-15Y	.033
Special W/Power Option, Skylark	L-12Y	.033
1953 thru 1957 V-8	J-18Y or UJ-8	.033
1946 thru 1953 Straight 8	J-18Y or UJ-8	.025
CADILLAC		
1957 thru 1965	J-12Y or UJ-6	.035
1949 thru 1956	J-18Y or UJ-8	.035
1939 thru 1948	UY-6	.028
CHEVELLE and BEAUMONT		
All 6-Cylinder Engines	UN-12Y or N-6	.035
V-8 Engines		
1964 thru 1965 283 cu. in.	J-12Y or UJ-8	.035
1964 thru 1965 327 cu. in. 250 H.P.	J-12Y or UJ-8	.035
300, 350 H.P. Hi-Perf. Options		
Normal Service	J-7	.035
Competition	UJ-6	.032
CHEVROLET (Also see Corvair, Corvette, etc.)		
6-Cylinder Engines		
1963 thru 1965 (¾" Reach)	UN-12Y or N-6	.035
1959 thru 1962	J-10Y or UJ-6	.035
1951 thru 1958	J-12Y or UJ-8	.035
*1951-52 .020"; 1953-58 .016"		
1949 thru 1950	J-18Y or UJ-8	.035
1941 thru 1948 (10 mm)	UY-6	.040
V-8 Engines		
1955 thru 1965 265, 283 cu. in.	J-12Y or UJ-8	.035
1962 thru 1965 327 cu. in. 250 H.P.	J-12Y or UJ-8	.035
300 thru 360 H.P. Hi-Perf. Options		
Normal Service	J-7	.035
Competition	UJ-6	.032
1961 thru 1965 409 cu. in. (¾" Reach)	N-5	.035
1958 thru 1961 348 cu. in.		
⅜" Reach (Early '58 models only)	J-12Y or UJ-8	.035
¾" Reach (Do not install in early '58)	UN-12Y or N-5	.035
CHEVY II		
All 4 & 6 Cyl. Engines	UN-12Y or N-6	.035
All V-8's exc. 300 H.P. 327 cu. in.	J-12Y or UJ-8	.035
300 H.P. 327 cu. in.—Normal Service	J-7	.035
Competition	UJ-6	.032
CHRYSLER		
1959 thru 1965 V-8 361, 383 cu. in.	J-14Y	.035
1959 thru 1965 V-8 413 cu. in.		
Standard Engines	J-14Y	.035
Two 4-bbl. Carb. (1963-'64)	XJ-10Y	.035
Hi-Perf. 300 Series & Police	J-10Y	.035
1958 V-8 C300 Series—Normal Service	XN-12Y or UN-12Y	.035
For Sustained High Speed	XN-9Y	.035
1957 thru 1958 V-8 Windsor & Saratoga	XJ-14Y or J-14Y	.035
1956 thru 1958		
V-8 New Yorker & Imperial	XN-12Y or UN-12Y	.035
1955 thru 1957 V-8 C300	XN-12Y or UN-12Y	.035
1955 thru 1956 V-8 Windsor	XJ-18Y or J-18Y	.035
1955 V-8 New Yorker & Imperial	XN-14Y or XN-16Y	.035
1954 V-8 All	XN-14Y or XN-16Y	.035
1951 thru 1953 V-8 All	XJ-20Y	.035
1946 thru 1950 8-Cyl. In Line	XJ-11 or J-11	.035
1946 thru 1954 6-Cyl.	XJ-11 or J-11	.035
COMET		
1960 thru 1965 All 6-Cyl. Engines—Normal Service	F-14Y	.035
For Sustained High Speed	F-11Y	.035
1964 thru 1965 V-8 289 cu. in.		
Standard Engine 2 & 4-bbl. Carb.	F-11Y	.035
For Sustained High Speed	F-9Y	.035
Hi-Perf. Option 271 H.P.	F-9Y	.035
1964 V-8 260 cu. in.	F-11Y	.035
CORVAIR		
All Standard Engines	UL-15Y	.035
Hi-Perf. Options & Turbocharged	L-12Y	.032
DE SOTO		
1960 thru 1961 V-8 All except Ram & Hi-Perf. Eng.	J-14Y	.035
1960 thru 1961 V-8 Ram & Hi-Perf. Eng.	J-10Y	.035
1959 V-8 except Adventurer	J-14Y	.035
1959 V-8 Adventurer	J-10Y	.035
1957 thru 1958 V-8 All	XJ-14Y or J-14Y	.035
1956 V-8 Adventurer	XJ-14Y or J-14Y	.035
1956 V-8 except Adventurer	XJ-18Y or J-18Y	.035
1955 V-8 Fireflite	XJ-18Y or J-18Y	.035
1952 thru 1955 V-8 except '55 Fireflite	XJ-20Y	.035
1946 thru 1954 6-cyl.	XJ-11 or J-11	.035
DODGE		
6-Cylinder Engines		
1960 thru 1965 (OHV)	N-14Y	.035
1957 thru 1959 (L-Head)	XJ-8 or J-8	.035
1946 thru 1956 (L-Head)	XJ-11 or J-11	.035
V-8 Engines 1960 thru 1965		
313, 318, 361 & Std. 383 cu. in.	J-14Y	.035
383 cu. in. Hi-Perf. & Police	J-10Y	.035
1965 413 cu. in. Max-Perf. Engine	J-10Y	.035
1963 thru 1965 (426 cu. in. U.S.A.)		
4-bbl. Carb.	J-10Y	.035
Two 4-bbl. Carb.—Normal Service	J-10Y	.035
Competition	J-2J	.025
1959 D-500 W/2 4-bbl. Carb. and Hi-Perf. Engs.	J-10Y	.035
1959 All except D-500 & Coronet	J-14Y	.035
1959 Coronet	XJ-14Y or J-14Y	.035
1958 (Cust. Royal only)	XN-12Y or UN-12Y	.035
1957 thru 1958 (Exc. '58 Cust. Royal)	XJ-14Y or J-14Y	.035
1956 D-500	XJ-14Y or J-14Y	.035
1955 thru 1956 except D-500	XJ-18Y or J-18Y	.035
1951 thru 1954	XJ-20Y	.035
EDSEL		
1958 thru 1960 All V 8's except 292 cu. in.	F-11Y	.035
1959 thru 1960 V-8 292 cu. in.	F-14Y	.035
1959 thru 160 6-Cyl.	F-14Y or 870	.035
FALCON		
1960 thru 1965 All 6-Cyl. Engines—Normal Service	F-14Y	.035
For Sustained High Speed	F-11Y	.035
1963 thru 1964 V-8 221, 260 cu. in.	F-11Y	.035
1964 thru 1965 V-8 289 cu. in.—Normal Service	F-11Y	.035
For Sustained High Speed	F-9Y	.035
FORD & FAIRLANE & GALAXIE (Also see Falcon & Thunderbird)		
6-Cylinder Engines		
1960 thru 1965 223 & 240 cu. in.	860	.035
1962 thru 1965 170 & 200 cu. in.—Normal Service	F-14Y	.035
For Sustained High Speed	F-11Y	.035
1955 thru 1959 223 cu. in.	F-14Y or 870	.035
V-8 Engines		
1958 thru 1965 332, 352, 361, 390 cu. in. Standard Engines 2 & 4-bbl. Carb.	F-11Y	.035
1958 thru 1965 352, 390, 406, 427 cu. in. Hi-Perf. Options	F-9Y	.030
1962 thru 1964 221, 260 cu. in.	F-11Y	.035
1964 thru 1965 289 cu. in.		
Standard Engines 2 & 4-bbl. Carb.	F-11Y	.035
For Sustained High Speed	F-9Y	.035

CHAMPION SPARK PLUG COMPANY OF

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MODEL	CHAMPION PLUG	PLUG GAP
Hi-Perf. Option 271 H.P.	F-9Y	.035
1958 thru 1962 272 & 292 cu. in.	F-14Y	.035
1955 thru 1957 All	F-14Y	.035
1938 thru 1954 All	H-11	.030
LINCOLN		
1958 thru 1965	F-11Y	.035
1955 thru 1957	F-14Y	.035
1949 thru 1954	H-11	.030
1940 thru 1948	H-11	.025
MERCURY		
1958 thru 1965 V-8 352, 383, 390, 430 cu. in. Standard Engines 2 & 4-bbl. Carb.	F-11Y	.035
1961 thru 1965 V-8 352, 390, 406, 427 cu. in. Hi-Perf. Options & Police	F-9Y	.035**
**427 cu. in. .030"		
1961 thru 1965 6-Cyl. 223, 240 cu. in.	86O	.035
1955 thru 1962 V-8 292, 312 & 368 cu. in.	F-14Y	.035
1939 thru 1954	H-11	.030
METEOR		
6-Cyl. Engines		
1960 thru 1965 223, 240 cu. in.	86O	.035
1962 thru 1963 144, 170, 200 cu. in.—		
Normal Service	F-14Y	.035
For Sustained High Speed	F-11Y	.035
1955 thru 1959 223 cu. in.	F-14Y or 87O	.035*
1960 Frontenac	F-14Y	.035
V-8 Engines		
1958 thru 1965 332, 352, 361, 390 cu. in. Standard Engines 2 & 4-bbl. Carb.	F-11Y	.035
1961 thru 1965 352, 390, 406, 427 cu. in. Hi-Perf. Options	F-9Y	.030
1962 thru 1963 221, 260 cu. in.	F-11Y	.035
1955 thru 1958 272, 292 cu. in.	F-14Y	.035
thru 1954	H-11	.030
MONARCH		
1959 thru 1961	F-11Y	.035
1955 thru 1957	F-14Y	.035
Thru 1954	H-11	.030
MUSTANG		
1964 thru 1965 All 6-Cyl. Engines—		
Normal Service	F-14Y	.035
For Sustained High Speed	F-11Y	.035
1964 thru 1965 V-8 289 cu. in.		
Standard Engines 2 & 4-bbl. Carb.	F-11Y	.035
For Sustained High Speed	F-9Y	.035
Hi-Perf. Option 271 H.P.	F-9Y	.035
1964 V-8 260 cu. in.	F-11Y	.035
OLDSMOBILE		
1959 thru 1965 V-8 330, 394 & 425 cu. in.		
Normal Service	J-10Y or UJ-6	.030
Low Comp. Options & Slow Speed	J-12Y or UJ-8	.030
1961 thru 1963 Aluminum V-8		
F-85 Standard Engine	UL-15Y	.030
F-85 Power Option, Cutlass, Jetfire	L-12Y	.030
1964 thru 1965 All V-6 Engines	J-12Y or UJ-6	.030
1957 thru 1958 All V-8's	J-12Y or UJ-6	.030
1949 thru 1956 All V-8's	J-18Y or UJ-8	.030
1937 thru 1950 6-Cylinder	J-11	.040
1937 thru 1948 8-Cylinder	J-11	.030
PLYMOUTH		
6-Cylinder Engines		
1960 thru 1965 (OHV)	N-14Y	.035
1957 thru 1959 (L-Head)	XJ-8 or J-8	.035
1946 thru 1956 (L-Head)	XJ-11 or J-11	.035
V-8 Engines		
1960 thru 1965 313, 318, 361 & Std. 383 cu. in.	J-14Y	.035
383 cu. in. Hi-Perf. & Police	J-10Y	.035
1965 413 cu. in. Max-Perf. Engine	J-10Y	.035
1963 thru 1965 426 cu. in. (U.S.A.)		
4-bbl. Carb.	J-10Y	.035
Two 4-bbl. Carb.—Normal Service	J-10Y	.035
Competition	J-2J	.025
1958 thru 1959 All except Commando	XJ-14Y or J-14Y	.035
Commando	XJ-10Y or J-10Y	.035
1955 thru 1957 All models	XJ-18Y or J-18Y	.035
PONTIAC (Also see Tempest)		
6-Cylinder Engines		
1963 thru 1965	UN-12Y or N-6	.035
1959 thru 1962	J-10Y or UJ-6	.035
1955 thru 1958	J-12Y or UJ-8	.035
1932 thru 1954	J-11	.025

MODEL	CHAMPION PLUG	PLUG GAP
V-8 Engines		
1955 thru 1965 265, 283 cu. in.	J-12Y or UJ-8	.035
1962 thru 1965 327 cu. in.		
250 H.P.	J-12Y or UJ-8	.035
300 thru 360 H.P. Hi-Perf. Options		
Normal Service	J-7	.035
Competition	UJ-6	.032
1961 thru 1965 409 cu. in. Eng. ¾" Reach	N-5	.035
1958 thru 1961 348 cu. in.		
⅜" Reach (Early '58 models only)	J-12Y or UJ-8	.035
¾" Reach (Do not install in early '58)	UN-12Y or N-5	.035
1959 thru 1965 389 cu. in. (U.S.A.)		
Standard Engine	J-12Y or UJ-8	.035
Super Duty & Power Options	J-10Y or UJ-6	.035
1963 thru 1965 421 cu. in. (U.S.A.)		
Normal Service	J-10Y or UJ-6	.035
Competition	UJ-6	.035
1932 thru 1954 Straight 8	J-11	.025
RAMBLER		
1965 American & Classic 6-cyl. (199 cu. in.) ¾" Reach	N-14Y	.035
1964 thru 1965 American, Classic, Ambassador 6-cyl. (232 cu. in.) ¾" Reach	N-14Y	.035
1960 thru 1965 American OHV (196 cu. in.)*	H-18Y	.035
1960 thru 1965 American L-Head	H-10	.035
1960 thru 1964 Rambler & Classic 6-cyl. (196 cu. in.)*	H-14Y	.035
1960 thru 1965 Rambler V-8, Ambassador V-8	H-14Y	.035
1956 thru 1959 All models	H-10	.035
1954 thru 1955 All models	J-11	.030
* Do not use ¾" reach plugs		
STUDEBAKER		
6-Cylinder Engines		
1965 194 cu. in. (¾" Reach)	UN-12Y or N-6	.035
1961 thru 1964	H-14Y	.035
1958 thru 1960	J-8	.030
1941 thru 1957	J-8	.025
1940 & Earlier (18mm)	UD-16	.025
V-8 Engines		
1965 283 cu.in.	J-12Y or UJ-8	.035
1958 thru 1964 259 cu. in.	H-14Y	.035
1963 thru 1964 289 cu. in. Standard Engine	H-14Y	.035
Jet Thrust & Supercharged	J-12Y	.030
1964 304 cu. in. (Jet Thrust & Supercharged) Normal Service	J-10Y	.030
Competition	J-61Y	.020
1958 thru 1962 289 cu. in.	H-14Y	.035
1951 thru 1957 except Golden Hawk	H-14Y	.035
1957 Golden Hawk	H-10	.035
1956 Golden Hawk	UN-12Y	.035
TEMPEST		
1964 thru 1965 All 6-Cylinder Engines	UN-12Y or N-6	.035
1963 thru 1965 V-8 (326 cu. in.)	J-12Y or UJ-8	.035
1962 Aluminum V-8	L-12Y	.032
1961 Aluminum V-8	UL-15Y	.032
1961 thru 1963 All 4-Cylinder Engines	J-12Y or UJ-8	.035
THUNDERBIRD		
1961 thru 1965 V-8 390 cu. in. Standard Engine	F-11Y	.035
Three 2-bbl. Carb. (Option)	F-9Y	.035
1958 thru 1960	F-11Y	.035
1955 thru 1957	F-14Y	.035
VALIANT		
1960 thru 1965 All 6-Cyl. Engines	N-14Y	.035
1964 thru 1965 V-8—2-bbl. Carb.	N-14Y	.035
4-bbl. Carb.	N-9Y	.035
VAUXHALL		
All Models:		
⅜" Reach	UJ-8	.030
¾" Reach	N-5	.030
VOLKSWAGEN All models	L-87Y or L-85	.025
VOLVO		
B16A: PV544, Amazon P120, PV444	J-7	.025
B16B: PV544 Sports, Amazon S, P120, PV444	J-6 or J-10Y	.025
B18A: 121, Amazon P120	L-87Y	.025
B18B: P1800S	L-82Y	.025
P1800	L-87Y	.025
B18D: 122S, Amazon, P120, PV544, 210	L-87Y	.025
ED	J-8	.025

CANADA LIMITED, WINDSOR, ONTARIO

STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR						GENERATOR					REGULATOR		
							No. Load Test			Locked Armature				Cold Output				
		Voltage	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	Amps.	Volts	@ RPM	Amps.	Volts	Make	Brush Spring Tension (oz.)	Amps.	Volts	@ RPM	Cutout Closing Voltage @ Gen. RPM	Setting Range* Voltage	Setting Range* Current (max.)
ACADIAN																			
4, 6, Cyl., V8	62-64	12	44-20[3]	N	DR	ORC	49-76	10.6	62-9400	290[4]	4.3	DR[1]	—	25-35	14	2-5000	2.3-3.7[5]	13.5[2]	—
327 V8	65	12	61-20	N	DR	ORC	65-99	10.6	36-5100	330	3.5	DR[1]	—	25-35	14	2-5000	1.5-3.2	13.8	—
[1] Delcotron (alternator). [2] To 14.4. [3] '65 w/4 cyl. & 194 6 cyl. eng., & '64-'65 w/230 6 cyl. eng. & 283 V8, 53-20. [4] '64, 8000 Series 270-310. [5] '65, 1.5-3.2. [6] To 14.8.																			
AUSTIN																			
A35	59	12	43-20	P	Luc	In.	45	12	[1]	380	7.6	Luc	22-25	19	13.5	2025	13-1125	—	[2]
A40 Farina	59-61	12	43-20	P	Luc	In.	45	12	[1]	380	7.6	Luc	22-25	19	13.5	2025[4]	13-1125[4]	—	[2]
A55 Cambridge, Cambridge II	59-61	12	43-20	P	Luc	In.	45	12	[1]	380	7.6	Luc	22-25	19[4]	13.5	2025[4]	13-1125[4]	—	[2]
A95, A105 Westminster	59	12	58-20	P	Luc	In.	45	12	[3]	450	7.2	Luc	36-44	22	13.5	1700	13-975	16.3	[2]
Austin-Healey 100-6	59	12	58-20	P	Luc	In.	45	12	[3]	450	7.2	Luc	36-44	22	13.5	1700	13-975	16.3	[2]
Austin-Healey Sprite, Sprite Mk II, III	59-65	12	43-20	P	Luc	In.	45	12	[1]	440	7.6	Luc	22-25	19	13.5	2025	13-1125	16.3	[2]
Austin-Healey 3000, 3000 Mk II, III	59-65	12	90-20	P	Luc	In.	45	12	[3]	450	7.8	Luc	36-44	35	13.5	2400	13-1540	15.1	30
A99	60-61	12	58-20	P	Luc	In.	45	12	[3]	450	7.2	Luc	36-44	22	13.5	1700	13-975	16.3	[2]
850, Cooper, Super	60-65	12	38-20	P	Luc	In.	45	12	[1]	440	7.6	Luc	22-25[5]	19	13.5	2025	13-1125[6]	16.3[6]	[2]
A40 Mk II, A60 Cambridge	62-65	12	43-20	P	Luc	In.	45	12	[1]	440	7.6	Luc	22-25	19	13.5	2025	13-1125	16.3	[2]
A110	63-65	12	72-20	P	Luc	In.	45	12	[8]	440	7.8	Luc	36-44	35	13.5	2400	13-1540	15.1	30
1800	65	12	43-20	P	Luc.	In.	45	12	[3]	440	8	Luc.	22-25	22	13	2050	13-1250	14.8	22
[1] 8500-10,000 rpm; '63-'65, 9500-11,000. [2] All two-bobbin voltage controls can be set without current rating. [3] 7400-8500 rpm.; '63-'65, 5800-6800. [4] Late models (C40 gen.), 22 amps @ 2250 rpm. Closing voltage 13-1250/1450. [5] Cooper, 18-26. [6] Cooper, 12.7/13.3-1500; voltage setting, 15.4/16.4. [8] 5800-6800.																			
BMW																			
700 (all)	59-63	12	24	N	Bos.	—	8-13	11.5	800	250	7	Bos.	21-26	11	12	1800	13.3/1500	14.9	13
1600, 1800	64-65	6	77	N	Bos.	ORC	40-55	5.5	6-7000	485[2]	3.5	Bos.	16-21	33.5	6	2450	6.2@1700	6.2-7	65
1800 TI	64-65	6	66	N	Bos.	ORC	40-55	5.5	6-7000	475[2]	3.5	Bos.[1]	—	50	7	27-3100	6@900	6.7-7.2	7-8
[1] Alternator. [2] ± 35.																			
BORGWARD																			
All	59-61	6	84-20	N	Bos	ORC	60-80	5.5	4-6000	460	3.5	Bos	16-21.4	28	6	2500	5.7-6.4[1]	7.1-7.8	40
[1] At 1500 rpm.																			
BUICK																			
4400, 4600 conv.	59	12	70-20	N	DR	ORC	73	10.6	36-5100	330	3.5	DR	26-32	35	14	2630	12.8-1450	14.2	32-38
4600, 4700, 4800	59	12	70-20	N	DR	ORC	100	10.6	47-5400	330	2	DR	26-32	45	14	2520	12.8-1450	14.2	32-38
4400	60-62	12	70-20	N	DR	ORC	100[9]	10.6	36-5100[10]	360	3.5	DR	26-32	35	14	2600[1]	12.8-1450[8]	14.2	34-38[6]
4600, 4700, 4800	60-62	12	70-20	N	DR	ORC	120[9]	10.6	39-5400[10]	370	2	DR	26-32	35[4]	14	2600[1]	12.8-1450[8]	14.2	34-38[6]
40-41-4300 Series (Special)	61-62	12	40-20	N	DR	ORC	80	10.6	[7]	320	4	DR	28	35	14	2730	[8]	14.2	31-35.5
198 V6 (Special)	63	12	44-20	N	DR	ORC	58-80	10.6	[7]	320	4	DR[2]	—	28-40	14	3500	2.3/3.7	13.5[5]	—
215 V8 (Special)	63	12	61-20	N	DR	ORC	85	10.6	36-5100	360	3.5	DR[2]	—	28-40	14	3500	2.3/3.7	13.5[5]	—
400, 401, 425 V8	63-65	12	70-20	N	DR	ORC	100	10.6	39-5400	370	2	DR[2]	—	28-40	14	3500	2.3/3.7	13.5[5]	—
300 V8 (Special and 4400	64-65	12	61-20	N	DR	ORC	[11]	10.6	36-5100	[13]	3.5	DR[2]	—	28-40	14	2-5000	2.3/3.7	13.5[5]	—
225 V6 (Special)	64-65	12	44-20[3]	N	DR	ORC	58-80	10.6	62-9400[15]	[12]	4.3[14]	DR[2]	—	25-35	14	2-5000	2.3/3.7	13.5[5]	—
[1] '61, 2510; '62, 2730, w/air con. 2600. [2] Delcotron (alternator). [3] '65, 61-20. [4] With air cond., 45. [5] To 14.4. [6] with air cond. 42.5-47. All '61, 31-35.5 [7] 6750-10500. [8] All '61-'62, 11 8/13.5-1600. [9] '62, 70-105. [10] '62, 3800-6200. [11] 65-100. [12] '64, 270-320; '65, 280-320. [13] 300-360. [14] '65, 4.0. [15] '65, 6750-10500.																			
CADILLAC																			
All	59	12	70-20	N	DR	ORC	73	10.6	36-5100	330	3.5	DR	28	35[6]	14	2630[6]	11.8/13.5[5]-	14.2	32-38
All (except air cond.)	60-62	12	70-20	N	DR	ORC	82	10.6	36-5100	330	3.5	DR	28	35	14	2630[7]	11.8-13.5	14.2	32-37[1]
All (air conditioned)	60-62	12	70-20	N	DR	ORC	82	10.6	36-5100	330	3.5	DR	28	45	14	2600[6]	11.8-12.0[8]	14.2	43-47[1]

60, 62, 75	63	12	70–20	N	DR	ORC	85	10.6	36–5100	330	3.5	DR[1]	—	28–40[2]	—	2–5000	3.0	13.5[9]	—
All	64–65	12	73–20	N	DR	ORC	87	10.6	38–6200	510	3.0	DR[1]	—	28–40[2]	14	2–5000	3.0	13.5[9]	—

[1] Delcotron (alternator). [2] 75 Series and all w/air con., 32–50. [5] 67, 68 series and air cond. models, 45. 2600, 11.8/13. [6] '61, 2520. [7] '62, 2730. [8] '62, 11.8/13.5. [9] To 14.4.

CHECKER

All	61–63	12	50	N	AL	Ben	60	10	3200	225	4	AL	—	35[1]	14	1423	13.1–1360	10	14.5[2]	
230 6 Cyl., 283 V8	64–65	12	50–20	N	DR	ORC	68	10.6	62–9400	225	4.0	Mot	—	—	—	—	—	14.5	55[3]	

[1] 40 or 60 amp. alternators optional. [2] At 80F. [3] V8, 35 amps.

CHEVROLET

Corvair, All	60–64	12	35–20[1]	N	DR	ORC	69[4]	10.6	7600[2,4]	300[6]	4	DR	28	30[5]	14[5]	2900[5]	11.8/13.5[3]	13.8[7]	28.32[8]	
Corvair, All	65	12	44–20	N	DR	ORC	58	10.6	[9]	280	4.0	DR[10]	—	25–35	14	2–5000	1.5/3.2	13.8[11]	—	

[1] '61, 40–20; '62–'64, 42–20. [2] '61, 7675. [3] @ 1300. [4] '62–'64, 58 @ 6750–10500 rpm. [5] Optional, 40 amp., 14 volts @ 1930 rpm. '62, '63 30 amp., 2240; '64 35 amp., 14 volt @ 2630. [6] '63–'64, 280. [7] To 14.7. [8] '64 31.0–35.5. [9] 6750–10500. [10] Delcotron (alternator). [11] To 14.8.

Chevy II, 4 & 6 Cyl.	62	12	42–20	N	DR	ORC	49–76	10.6	62–9400	290	4.3	DR	28	25[1]	14[1]	2710[1]	11.8/13.5–	14.3	23–27	
Chevy II, 4, 6 Cyl. & 283 V8	63–65	12	44–20[5]	N	DR	ORC	49–76	10.6	62–9400	290	4.3	DR[3]	—	25–35	14	2–5000	2.3/3.7[6]	13.5[4]	—	
Chevy II, 327 V8	65	12	61–20	N	DR	ORC	65–99	10.6	36–5100	330	3.5	DR[3]	—	25–35	14	2–5000	1.5–3.2	13.8[4]	—	

[1] 6 Cyl., 30–14–2240. [2] 13.5/14.4. [3] Delcotron (alternator). [4] '63–'64, to 14.4; '65, 13.8–14.8. [5] '65 w/4 cyl. & 194 6 cyl. eng.; w/230 6 cyl. eng. & 283 V8, 53–20. [6] '65, 1.5–3.2.

Chevelle, All	64–65	12	53–20[1]	N	DR	ORC	49–76	10.6	62–9400	290	4.3	DR[3]	—	25–35	14	2–5000	2.3/3.7[4]	13.5[2]	—	
Chevelle 327 V8	65	12	61–20	N	DR	ORC	65–99	10.6	36–5100	330	3.5	DR[3]	—	25–35	14	2–5000	1.5/3.2	13.8[2]	—	

[1] W/230 6 cyl & 283 V8; 194 6 cyl., 44–20. [2] '64, to 14.4; '65, 13.8–14.8. [3] Delcotron (alternator). [4] '65, 1.5–3.2.

6 Cyl. and 283 V8	59–62	12	53–20	N	DR	ORC	49–76	10.6	62–9400	290[5]	4.25	DR	28	30[6,9]	14	2240[2]	12.7–1300	14.2	32–38[4]	
348 V8 (to '61) 327 & 409 V8s	59–62	12	61–20	N	DR	ORC	65–100	10.6	36–5100	—	3.5	DR	28	30[7,9]	14	2240[7]	12.7–1300	14.2	27–31[8]	
230 6 Cyl., 283 V8 (Alternator)	63–65	12	53–20	N	DR	ORC	49–76	10.6	62–9400	290	4.3	DR[10]	—	25–35	14	2–5000	2.3/3.7[11]	13.5[1]	—	
327 V8 (incl. Corvette), 409 V8	63–65[12]	12	61–20	N	DR	ORC	65–100	10.6	36–5100	330[5]	3.5	DR[10]	—	25–35	14	2–5000	2.3/3.7[11]	13.5[1]	—	
409 V8	65	12	60–20	N	DR	ORC	[14]	10.6	38–6200	510	3	DR[10]	—	25–35	14	2–5000	1.5/3.2	13.5[1]	—	
396 V8 (325, 425 hp.)	65	12	61–20	N	DR	ORC	65–99	10.6	36–5100	[13]	2	DR	—	28–40	14	2–5000	1.5–2.7	13.8[1]	—	

[1] To 14.4; '64–'65, 13.8/14.8 except Corvette, 13.5/14.4. [2] 2630 with power steering in '60, 2510 in '61. 2310 on Corvette. [3] '60 and '61 models, 310. [4] '60–'62 models, 27–31, except '61. w/power steering, 33–37. [5] '63–'64, 327 V8, 409 V8, 290–370@2 volts. [6] '61 with power steering, 35. [7] 409 V8, 35 amps., 14v, 2630 rpm. [8] 409 V8 and Corvette, 31–35. [9] '62s w/Delcotron, 42 amp. (52 or 62) @ 6500; '63s, 30 amp. @ 3500. [10] Delcotron (alternator). [11] '65, 1.5/3.2. [12] '63'–'64, 409 V8 eng. only. [13] 290–370. [14] 70–105.

CHRYSLER

All	59	12	60–20	N	AL	ORC[8]	80	11	3800	350	4	AL	18–36	35	15	1800	13–1200	12	35	
PC1, RC1 (Windsor)	60–61	12	60–20[10]	N	AL	Ben	58	11	3800	350	4	AL	32–48	35	15	2400	13–1480	14.6	35	
PC2, RC2 (S'toga), PC3 (N. Yorker)	60–61	12	60–20[10]	N	AL	ORC	80	11	3800	350	4	AL	18–36	35	15	2400	13–1480	14.6	35	
RC3 (New Yorker)	61	12	60–20	N	Own	ORC	78	11	3800	350	4	Own[11]	—	35	12	1250	N/A	14	—	
SC1, SC2, SC3	62	12	60–20[13]	N	Own	[12]	85	11	1950	475	4	AL	32–48	35	15	2400	13–1480	14.6	35	
TC, VC, AC (1-2-3), 300J, 300K	63–65	12	70[1]	N	Own	[12]	90[2]	11	2162[2]	425[4]	4	Own[11]	—	34.5[5]	15	1250	N/A	13.7[3]	—	

[1] TC1-2, 60; VC1-2, 59–20; AC1, 59–20; AC2-3, 70–20. [2] TC1, TC2, 85 amps., 11 volts, 1950 rpm. [3] To 14.3 @ 70F. [4] TC1, TC2, 475. [5] '65 (AC1-2-3), 37. [8] Bendix on MC1. [10] PC3, 70–20: RC1, RC2, 59–20. [11] Alternator. [12] Reduction gear. [13] SC3, 70–20

CITROEN

ID19, DS19	59–61	6	—	—	Duc[1]	Ben	50–80	—	—	—	—	Duc[2]	—	32	6.5	2850	—	—	—	
ID19, DS19	62–65	12	65–20	—	Duc[1]	Ben	70	12	7500	410	7.4	Duc[2]	—	24	12	1700	14.1–950	13.4	24	
Pallas	65	12	55–20	—	Duc.	Ben.	70	12	7500	410	7.4	Duc.	—	33	12	1800	—	13.4	33	

[1] Model 6003-A, or Paris-Rhone D11–B42. [2] Model 7158-A or Paris-Rhone G11–R91.

DATSUN-NISSAN

72.5 Engine (PL410 Series)	63–65	12	40–20	P	Hit.[1]	ORC	60	12	6000	500	9.5	Mit.[2]	10–13	24.5	14	2500	N/A	14.5	N/A	
115 Engine (LG31 "Cedric" Series)	63–65	12	50–20	P	Hit.[1]	ORC	60	12	6000	500	9.5	Mit.[2]	10–13	24.5	14	2500	N/A	14.5	N/A	
90.7 Engine (Sports)	63–65	12	40–20	P	Hit.[1]	ORC	60	12	6000	500	9.5	Mit.[2]	10–13	24.5	14	2500	N/A	14.5	N/A	

[1] Hitachi. [2] Mitsubishi alternator.

DE SOTO

MS2, MS3, PS3 (383 V8)	59–60	12	60–20	N	AL	ORC	80	11	3800	350	4	AL	18–36	35	15	1800[9]	13.1–1040[10]	14.6	33–37	
RS1 (361 V8)	61	12	59–20	N	Own	ORC	78	11	3800	350	4	Own[2]	—	35	12	1250	N/A	14	N/A	

[2] Alternator. [8] LS3, 80–3800–350. [9] '60 PS3, 2400. [10] '60 PS3, 12.6/13.6–1480.

* At air temp. 70–80 deg. F. AL—Autolite. Ben—Bendix. Bos—Bosch. DR—Delco Remy. Duc—Ducellier. Luc—Lucas. ORC—Overrunning clutch. N/A—Not applicable.

STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR						GENERATOR						REGULATOR		
		Volt-age	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No. Load Test			Locked Armature		Make	Brush Spring Tension (oz.)	Cold Output			Cutout Closing Voltage @ Gen. RPM	Setting Range*	
							Amps.	Volts	@ RPM	Amps.	Volts			Amps.	Volts	@ RPM		Volt-age	Current (max.)
DKW, AUTO-UNION																			
3-6, 1000	59–61	6	66	N	Bosch	ORC	60–80	5.5	6–7000	460	3.5	Bosch	16–21	28	6	2500	6–1560	7.1–7.8	40
3-6, 1000	62–63	6	66	N	Bosch	ORC	55–65	5.5	6–8000	450	3.5	Bosch	16–21	30	6	2400	6–1600	7.1–7.8	50
Junior	61–63	6	56	N	Bosch	ORC	50–70	5.5	8–10000	400	3.4	Bosch	16–21	28	6	2500	6.2–1560	6.9–7.5	40
DODGE																			
LE1, ME1 (6 Cyl.)	59	12	60–20	N	AL	Ben	50	11	5500	355	4	AL	18–36	35[6]	15	1800	13.4–1300	14.5	30–40
ME2 (313 V8)	59	12	50–20	N	AL	Ben	50	11	5500	355	4	AL	18–36	35	15	1800	13.4–1300	14.5	30–40
MD3 (361 V8)	59	12	60–20	N	AL	Ben	58	11	3800	350	4	AL	18–36	35	15	1800	13–1040	14.5	30–40
PD3, RD3, SD1 (6 Cyl.)	60–62	12	50–20[10]	N	AL	Ben	58	11	3800	350	4	AL	32–48	35	15	2400	13.1–1480	14.6	33–37
PD4, RD4 (313 V8)	60–61	12	50–20[10]	N	AL	Ben	50	11	5500	355	4	AL	32–48	35	15	2400	13.1–1480	14.6	33–37
PD4, PD2, RD4 (361 V8)	60–61	12	60–20[8]	N	AL	Ben	58	11	3800	350	4	AL	32–48	35	15	2400	13.1–1480	14.6	33–37
RD1	61	12	59–20	N	Own	ORC	78	11	3800	350	4	Own[7]	—	35	12	1250	N/A	14	N/A
RW1	61	12	50–20	N	AL	Ben	58	11	3800	350	4	Own[7]	—	35	12	1250	N/A	14	N/A
SD2, SD2-P (313, 361 V8s)	62	12	59–20[11]	N	Own	[9]	85	11	1950	475	4	AL	32–48	35	15	2400	13.1–1480	14.6	33–37
SD3 (Custom 880)	62	12	59–20	N	Own	[9]	85	11	1950	475	4	Own[7]	—	35	12	1250	N/A	14	N/A
TD1, VD1, AD1 (6 Cyl.)	63–65	12	48–20	N	AL	Ben	58	11	3800	350	4	Own[7]	—	34.5[16]	15	1250	N/A	13.7[5]	N/A
TD2, VD2, AD2, (313, 318 V8)	63–65	12	48–20	N	Own	[9]	85[17]	11[17]	1950[17]	475	4	Own[7]	—	34.5[16]	15	1250	N/A	13.7[5]	N/A
TD2 (383 V8), TD2-P[1], TA3[1], TL1[1]	63	12	60–20[2]	N	Own	[9]	90	11	2162	425	4	Own[7]	—	34.5	15	1250	N/A	13.7[5]	N/A
VD2, AD2 (383 V8), VA3[1], VL1[1-2]	64–65	12	48[12]	N	Own	[9]	90[13]	11	2162[4]	450[15]	4	Own[7]	—	34.5[16]	15	1250	N/A	13.7[5]	N/A
AD2 (413 V8)	65	12	70–20	N	Own	[9]	90	11	2162	450	4	Own[7]	—	37	15	1250	—	13.7[5]	—

[1] Not built or sold in Canada. [2] Dart TL1, 38–20. [3] Dart TL1, 26± 3. [4] 277 V8 after engine 6000C. [5] To 14.3 @ 70F. [6] LE1, 30.
[7] Alternator. [8] RD4, 50–20. [9] Reduction gear. [10] SD1, 48–20. [11] 313 V8, 48–20. [12] VD2, 70; VA3, 59; AD2, 70–20. [13] VD2, 85.
[14] VL1 (170 eng.), 2950, VD2, 1950. [15] VL1 (170 eng.) 380, VD2 475. [16] '65, 37. [17] '65, 90–11–2162.

EDSEL																			
All	59	12	55–20	N	Ford	Ben-FT	80	12	4500	550	5	Ford	32–40	30[2]	16	1500	12.4–13.2	15	28–32
All	59	12	55–20	N	Ford	Ben	85	12	4500	550	5	Ford	32–40	30	15	2525	12.8–	15	28–32
6 Cyl., 292 & 352 V8s	60	12	55–20	N	Ford	Ben	80	12	—	550	5	Ford	32–40	30[3]	15	2525[3]	12.4/13[4]	14.6[5]	28–32[6]

[2] With air cond., 35. Optional, 40. FT—Folo-Thru type Bendix drive.
[3] 352 engine, 35 amps., 2670 rpm. [4] At 1200 rpm. [5] To 15.4. [6] 352 engine, 35–39.

FIAT																			
600, 600D, 1100, 1200	59–64	12	38–20[1]	N	Fiat	ORC	30	12	8500	258	7.6	Fiat	21	16	12	2550	12.4/12.8	14.2	16
2100	60–61	12	60–20	N	Fiat	ORC	20	12	5000[2]	575	6.5[3]	Fiat	25.77	28	12	2900	12.6–4000	14.2± .3	27–29
1500 Cabriolet	64	12	53–20	N	Fiat	ORC	20	12	6000[2]	610	6.05[3]	Fiat	—	28	12	4500	—	14.2± .3	27–29
750	65	12	53–20	N	Fiat	ORC	30	12	8500	258	7.7	Bos.	16–21	20	14	2400	12.7–13.4	12.8± .3	14.75
1500	65	12	53–20	N	Fiat	ORC	20	12.3	6000	575	6.4	Fiat	27	28	12	3750	12.6± .2	14.2	27–29
1100D	65	12	53–20	N	Fiat	ORC	30	12	8500	258	7.7	Fiat	27	28	12	3750	12.6± .2	14.2	27–29

[1] 1200 models, 48–20. [2] ± 300. [3] ± .3

FORD																			
Falcon (Frontenac to '61)	60–64	12	40–20	N	Ford	Ben	70[3]	12	9500	670[4]	6[4]	Ford	20–26	25[5]	15	2076[6]	12.4/13.2[1]	14.6[2]	23–27[5]
Falcon	65	12	45–20	N	Ford	Ben[9]	50	12	9500	540	4.2	Ford[7]	—	38	15	1500	2.5	14.1[8]	—

[1] At 1200 rpm. [2] To 15.4. [3] '62, 50. [4] '62, 540 amps., 4.2 volts. [5] 260 V8, 30 amp., current setting 28–32. [6] '64, 3400. [7] Alternator.
[8] To 14.7. [9] Pos. engagement.

Fairlane (6 Cyl. & V8s)	62–64	12	40–20	N	Ford	Ben	70	12	9500	500	12	Ford	20–26	30	15	2525	12.2/13.2[3]	14.6[4]	28–32
Fairlane w/optional alternator)	64	12	40–20	N	Ford	Ben	70	12	9500	500	12	L-N	8–10	40[5]	15	4050	1.9/2.3	14.0[6]	—
Fairlane	65	12	45–20	N	Ford	Ben[8]	50	12	9500	540	4.2	Ford[1]	—	38	15	1500	2.5	14.1[7]	—

[1] Alternator. [2] V8s, 670 amps. [3] At 1200 rpm. [4] To 15.4. [5] Also 60. [6] To 14.3. [7] To 14.7. [8] Pos. engagement.

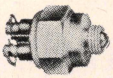
Mustang	65	12	45–20	N	Ford	Ben[1]	50	12	9500	540	4.2	Ford[2]	—	38	15	1500	2.5	14.1[3]	—			
[1] Pos. engagement. [2] Alternator. [3] To 14.7.																						
All	59	12	55–20	N	Ford	Ben	85	12	4500	550	5	Ford	32–40	30	15	2525	12.8–	15	28–32			
All	60–61	12	55–20[1]	N	Ford	Ben	80	12	—	550	5	Ford	32–40	30[2]	15	2525[2]	12.4/13[3]	14.6[4]	28–32[5]			
All	62–64	12	55–20[1]	N	Ford	Ben	70[6]	12	5200	670[8]	5	Ford[7]	20–26	30	15	3400	12 2/13.2	14.6[4]	28–32			
All	65	12	45–20[9]	N	Ford	Ben[10]	70	12	9500	670	6.0	Ford[11]	—	42	15	1800	2.5–4	14.1[12]	—			
[1] With 352 & 390 eng. & auto. trans., 65–20; 406 eng., 70–20. [2] 332 & 352 engines, 35 amps., 2670 rpm. [3] At 1200 rpm. [4] To 15.4. [5] 332 & 352 engines, 35–39. [6] Positive engagement; inertia type, 110. [7] 40 and 60 amp. Leece-Neville alternators optional, also Ford 40 and 42 amp. alternators. [8] Inertia type, 580. [9] 390 eng., 55–20. [10] Pos. engagement. [11] Alternator. [12] To 14.9.																						
FORD (British)																						
All L-head engines	59	12	40–20	P	Ford	Ben	—	—	—	375	—	Ford	—	—	—	—	12.7/13.3	15.6	—			
Consul, Consul 375	59–61	12	57–20	P	Ford	Ben	—	—	—	38)	—	Ford	—	—	—	—	12.7/13.3	15.6–16	—			
Zephyr, Zodiac	59–61	12	72–20	P	Ford	Ben	—	—	—	380	—	Ford	—	—	—	—	12.7/13.3	15.6–16	—			
Anglia, Consul (60 & 82 cu. in. eng.)	60–65	12	51–20	P	Ford	Ben	—	—	—	340	—	Ford	—	20[1]	—	—	12.7/13.3	15.6–16	—			
Anglia, Cortina (73 cu. in. eng.)	63–65	12	51	P	Ford	Ben	245	8.7	1000	340	7.4	Ford	—	25	—	—	12.6/13.4	14.8	265			
[1] Consul 315, 25 amps.																						
FORD (German)																						
Taunus 12M & 17M	59–61	6	84–20	N	Bos	ORC	60–80	5.5	4–6000	460	3.5	Bos[1]	16–21.4	28	6	2500	6.3–1560	7.1–7.8	40			
[1] Or FK.																						
HILLMAN																						
Minx Series II, III	59	12	51–20	P	Luc.	In.	45	12	[2]	380	7.6	Luc.	22–25	19	13.5	2100	13–1200	16.3	—			
Minx III (A,B,C), Super I, Husky II[1]	60–63	12	51–20	P	Luc.	In.	45	12	[2]	380	7.6	Luc.	22–25	22	13.5	2200	13–1400	16.3	—			
Minx III (A,B,C), Super I (Auto. trans.)	60–63	12	51–20	P	Luc.	In.	45	12	[2]	380	7.6	Luc.	22–25	30[6]	13.5	2250[5]	13–1400[4]	14.5[4]	30[4]			
Minx V, Super II (Auto. trans.)[1]	63–65	12	51–20	P	Luc.	In.	45	12	[2]	380	7.6	Luc.	15–25	22	13.5	2200	13–1400	16.3[5]	5			
[1] Also Husky III std. trans. [2] 8500–10,000 rpm. [3] To 1450. [4] IIIC, Super I, 13–1700, 15, 35; disconnect Easidrive supply wire from A3 term. when adj. regulator or checking output. Later Series V, Husky III w/RB 340 regulator, 15 v, 22 amps. [6] IIIC, Super I, 35@2700.																						
HUMBER																						
Hawk	59	12	58–20	P	Luc	In.	45	12	—	450	7.6	Luc	22–25	19	13.5	2025	13.0–1050	—	—			
Super Snipe I, II	59–60	12	72–20	P	Luc	In.	45	12	—	440	7.6	Luc	36–44	22	13.5	1800	13.0–1100	—	—			
Super Snipe III, IV	61–64	12	67–20	P	Luc	In.	45	12	—	[3]	[4]	Luc	36–44	25	13.5	[5]	13.0–1100	15.2	25			
Super Snipe V, Imperial	65	12	67–20	P	Luc.	In.	45	12	—	[3]	[4]	Luc.[6]	[7]	35	13	1500	—	[8]	—			
[3] 440–460. [4] 7.0–7.4. [5] 1850—2050. [6] Alternator. [7] 4-5 oz., spring comp. to .78 in.; 7.5–8.5 oz., spring comp. to .040 in. [8] 14.4–14.8.																						
IMPERIAL																						
LY1	58	12	70–20	N	AL	ORC	80	11	3800	350	4	AL	20–36	33	15	1800	13.4–1040	14 5	30–40			
MY1, PY1	59–60	12	70–20	N	AL	ORC	80	11	3800	350	4	AL	18–36	35	15	1800[1]	13–1040[2]	14 6	33–37			
RY1	61	12	70–20	N	Own	ORC	78	11	3800	350	4	Own[3]	—	35	12	1250	N/A	13.7[5]	N/A			
SY1, TY1, VY1, AY1	62–65	12	70–20	N	Own	[4]	85[6]	11	1950	475[7]	4	Own[3]	—	34.5±3	15	1250	N/A	13.7[5]	N/A			
[1] '60 models, 2400. [2] '60 models, 12.6/13.6–1480. [3] Alternator. [4] Reduction gear. [5] To 14.3 @ 70F. [6] VY1, AY1, 90. [7] VY1, AY1, 425.																						
JAGUAR																						
XK150[1], Mk VIII, IX[1]	59–61	12	72–20	P	Luc	In.	45	12	58–6800	440	7.6	Luc	36–44	22	13.5	1800	13–1175	15.6[3]	22± 1			
3.4 litre	59	12	58–20	P	Luc	In.	45	12	58–6800	440[8]	7.6[8]	Luc	36–44	22	13.5	1800	13–1175	15.6	22± 1			
Mk 2 (3.4 and 3.8), XK150 (3.8)[1]	60–62	12	67–20	P	Luc	In.	—	—	—	440	7.8	Luc	36–44	25	13.5	1850	13.5–1200	14.4[4]	22–24			
XK 'E" type	61–62	12	52–20	P	Luc	In.	45	12	58–6800	440	7.6	Luc	36–44	25[6]	13.5[6]	1850[6]	13.5–1200	14.8[4,6]	23± 1[6]			
Mk X	62–64	12	67–20	P	Luc	In.	45	12	58–6800	440	7.6	Luc	16–25	35	13.5	1650	12.7/13.3–	14.5[7]	35			
Mk 2, S-type (3.8 eng.)	63–65	12	67–20	P	Luc	In.	45	—	58–6800	450	7.8	Luc	20–28[2]	25[2]	13.5[2]	2050[2]	13–1300	15.2	24–26[5]			
XK "E" type	63–64	12	60–20	P	Luc	In.	45	12	58–6800	440	7.8	Luc	16–33	30	13.5	2200	13–1250	15.1	30			
Mk. X, XK "E" type (4.2 litre)	65	12	60–20	N	Luc.	ORC	90	12	8–9000	900	6.4	Luc.[8]	—	35	13	1500	—	[9]	—			
[1] Two 6v. batteries (except XK140 hardtop). [2] '65, 36–44 oz., 35 amps., 13 v, 850 rpm. [3] 2.4 std. trans., 440–460, 7.4–7.0 volts. [4] To 15.2. [5] '65, 33–35. [6] C42 generator, RB 340 regulator used after chassis 885021 (cpe.) and 875376 (roadster). Setting range, voltage 14.4/15.6, current 30± 1½. [7] To 15.5. [8] Alternator. [9] 14.4–54.8.																						
KAISER-JEEP																						
4-63, 4-75, 6-226	59–65	12	70–20	N	P[5]	Ben.	50	10	5300	280	4	P[4]	18–36	30	15	1800	13.6–1325	14.7	39			
6-230	62–65	12	70–20[2]	N	P[5]	Ben.[1]	60	10	4200	405	4	Mot.[6]	18–36	35	14	2300	12.4–1325	14.4	35			
8-327	65	12	60–20	N	P	ORC	60	10	4200	405	4	Mot.[6]	18–36	35	12	2300	12.4–1325	14.4	35			
[1] Folo-thru type. [2] '63-'64 50 amp. hr. [3] 6-volt system optional. [4] Late models Prestolite alternator. [5] Or Autolite. [6] Alternator.																						

* At air temp. 70–80 deg. F. AL—Autolite. Ben—Bendix. Bos—Bosch. DR—Delco Remy. Duc—Ducellier. Luc—Lucas. ORC—Overrunning clutch.
N/A—Not applicable.

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A

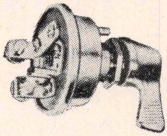
ACCESSORIES, TRUCK
ADAPTERS, TRAILER CONNECTORS
AIR CONDITIONING SWITCHES
AIR PRESSURE SWITCHES
AIR & VACUUM WARNING KITS
AMMETER CONNECTOR
ANTENNA SWITCH, RADIO
AXEL SWITCH, TWO-SPEED
ASSORTMENTS



NEUTRAL SAFETY SWITCH

B

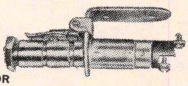
BACK-UP LIGHT SWITCHES
BANDING CLIPS, WIRE
BASIC STOCK, JOBBERS'
BEAM INDICATORS
BLACKOUT SWITCH, U.S. ORDNANCE
BLOCKS, FUSE
BLOCKS, TERMINAL
BODY CONNECTORS
BOAT-TRAILER CONNECTORS
BRACKETS, CIRCUIT BREAKER
BRACKETS, SWITCH MOUNTING
BREAKAWAY SWITCH
BREAKAWAY SWITCH, PLASTICIZED
BUZZER, 12 Volt and 6 Volt



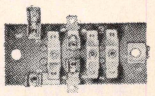
HEATER—STARTER SWITCH

C

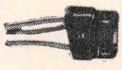
CAB LIFT SWITCHES
CABLE, TRAILER CONNECTOR
CABLE PROTECTOR TRAILER CONNECTOR
CIRCUIT BREAKERS
CIRCUIT BREAKERS, PLASTICIZED
CIRCUIT BREAKER MTG. BRACKETS
CLAMPS, WIRE
CLEATS, WIRE
CLIPS, BANDING
COMB. IGNITION-STARTER SWITCHES
COMPARTMENT LIGHT
CONNECTORS, BOAT TRAILER
CONNECTORS, BODY
CONNECTORS, FARM-TRACTOR
CONNECTORS, FUSED LINE
CONNECTORS, HOUSE-TRAILER
CONNECTORS, LINE
CONNECTORS, MARINE
CONNECTORS, MULTIPLE POLE
CONNECTORS, SEALED BEAM
CONNECTORS, TRACTOR-TRAILER
CONNECTORS, TRUCK-TRAILER
CONNECTORS, UTILITY
COURTESY LIGHT SWITCHES
CRIMPING TOOLS, TERMINAL



F.E.I. CONNECTOR



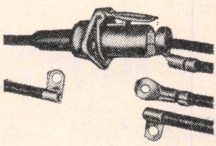
FUSE & TERMINAL BLOCK



SEALED BEAM CONNECTOR

D

DASH CONTROL UNITS
DASH LAMPS
DASH LIGHT SWITCHES
DEFROSTER SWITCHES
DIESEL ENGINE SWITCHES
DIMMER SWITCHES
DIMMER SWITCH, PLASTICIZED
DIRECTIONAL SWITCH
DIRECTIONAL SIGNAL FLASHER
DISPLAYS
DISCONNECT SWITCH, MASTER
DOME LIGHT SWITCHES
DOOR SWITCHES



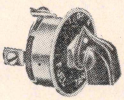
POWER TAKE-OFF UNIT

E

ESCUTCHEON PLATE
EMERGENCY WARNING KITS

F

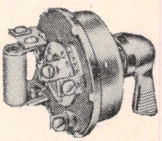
FACE NUTS
FACE PLATES
FACE PLATE ASSEMBLIES
F.E.I. (FARM IMPLEM. CONN.)
FLASHERS
FLASHER, CONNECTOR
FLASHER MOTORIZED
FOGLIGHT SWITCH
FUEL TANK SWITCH
FUSE BLOCKS
FUSE HOLDER (IN LINE)



FUEL TANK SWITCH

H

HANDBRAKE SIGNAL LAMP SWITCH
HEADLAMP SWITCHES
HEATER SWITCHES
HEX NUTS
HOLDER, FUSE (IN LINE)
HOUSE-TRAILER CONNECTORS
HYDRAULIC STOPLAMP SWITCHES



BATTERY IGNITION OR LIGHT SW.

I

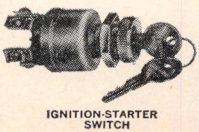
IGNITION SWITCHES
IGNITION INTERRUPTER SWITCH
IGNITION-BLOWER SWITCH
IGNITION-BLOWER SW., PLASTICIZED
IGNITION COIL RESISTORS
IGNITION-STARTER SWITCHES
INDICATOR LAMP SWITCHES
INDICATOR LIGHTS
INSTRUMENT LIGHT SWITCHES

J

JOBBERS' BASIC STOCK
JUNCTION BLOCKS

K

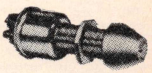
KEY-OPERATED SWITCHES
KICKDOWN SWITCHES
KITS, AIR & VACUUM WARNING
KIT, TERMINALS
KIT, TROUBLE LIGHT
KNOBS



IGNITION-STARTER SWITCH

L

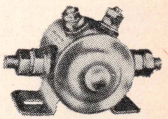
LAMPS, DASH & UTILITY
LICENSE PLATE LAMP
LEVER OPERATED SWITCHES
LICENSE HOLDER
LIGHTS, INSTRUMENT
LIGHTS, MAP
LIGHTS, PILOT
LIGHTS, TROUBLE
LINE CONNECTORS
LOCK SWITCHES
LOCKOUT SWITCHES
LUG TERMINALS



STARTER SWITCH

M

MAGNETO SWITCHES
MAP LIGHT SWITCHES
MARINE SWITCHES
MASTER DISCONNECT SWITCHES
MECHANICAL STOPLAMP SWITCHES
MERCHANDISERS & SALES AIDS
MOMENTARY SWITCHES
MOTOR FLASHERS (SCHOOL BUS)
MULTIPLE LINE CONNECTORS



SOLENOID

N

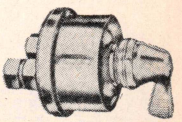
NEUTRAL SAFETY SWITCHES
NUTS, HEX & FACE

O

OIL PRESSURE SWITCHES
OVERDRIVE KICKDOWN SWITCHES
OVERDRIVE LOCKOUT SWITCHES

P

PIGTAILS & ACCESSORIES
PILLAR SWITCHES
PILOT LIGHTS
PLASTICIZED PRODUCTS — (CIRCUIT-BREAKERS, SOLENOIDS)
POWER TAKE-OFF UNITS
PLUGS, S.A.E.
PLUGS, TRAILER-CONNECTOR
PUSH-PULL SWITCHES
PUSH-PULL SWITCHES, PLASTICIZED
PUSH-BUTTON SWITCHES
PUSH-BUTTON SW., PLASTICIZED



MASTER DISCONNECT SWITCH

Q

QUICK-CONNECT TERMINALS

R

RADIO AUTO ANTENNA SWITCH
RADIO REAR SPEAKER SWITCH
REFLECTOR SLEEVES
RELAY, CONTINUOUS DUTY
REMOTE CONTROL STARTER SWITCH
REMOTE RELEASE SWITCH
RESISTANCE UNIT
RESISTORS, IGNITION COIL
RHEOSTAT SWITCHES, HEADLAMP
RING-TYPE TERMINALS
ROTARY SWITCHES



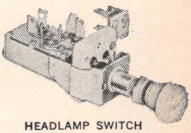
UTILITY LAMP

S

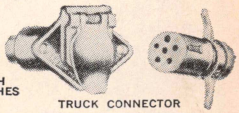
SAFETY DEVICES
SCHOOL BUS SWITCHES
SEALED BEAM CONNECTOR
SELLING AIDS
SLIDE SWITCHES
SNAP-IN TERMINALS
SOCKETS, S.A.E.
SOCKETS, TRAILER CONNECTOR
SOCKET ADAPTORS
SOCKET CLIP
SOCKET WASHERS
SOLDERLESS TERMINALS
SOLENOIDS
SOLENOIDS, PLASTICIZED
SPADE TERMINALS
STARTER SWITCHES, (FLOOR, DASH)
STARTER SWITCHES, IGNITION
STOPLAMP SWITCHES
STOCKSHELF ASSORTMENTS — DIMMER SWITCHES, STOPLAMP SWITCHES, AIR, OIL & VACUUM SWITCHES



PILOT LAMP



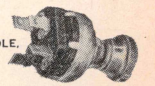
HEADLAMP SWITCH



TRUCK CONNECTOR

T

TAILGATE, WINDOW LIFT SWITCH
TEMPERATURE CONTROL SWITCHES
TERMINAL BLOCKS
TERMINAL BLOCK, FLASHER
TERMINALS, ALL TYPES
TOGGLE SWITCHES
TOOLS, CRIMPING & SWAGING
TOP LIFT SWITCHES
TRAILER CONNECTORS — (BOAT, FARM, HOUSE, MARINE, MULTIPLE-POLE, TRACTOR TRUCK, UTILITY)
TRANSMISSION CONTROL SWITCH
TRANSMISSION NEUTRAL SWITCHES
TROUBLE LIGHTS
TRUCK-TRAILER CONNECTORS & PLUGS
TUMBLER & KEYS



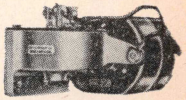
WINDSHIELD WIPER SWITCH

U

UNDER HOOD SWITCHES
UTILITY LAMP
UTILITY SOCKET

V

VACUUM WARNING KIT
VACUUM SWITCHES
VOLTAGE CONTROL UNITS
VOLTAGE REDUCER
VOLTAGE TESTERS



MOTOR FLASHER

W

WASHERS FOR SOCKETS
WATERPROOF-PLASTICIZED PRODUCTS
WINDSHIELD WIPER SWITCHES
WIRE LEADS FOR SOCKETS
WIRE TERMINALS

COLE-HERSEE CO.
Over 40 Years of Consistently Better Products

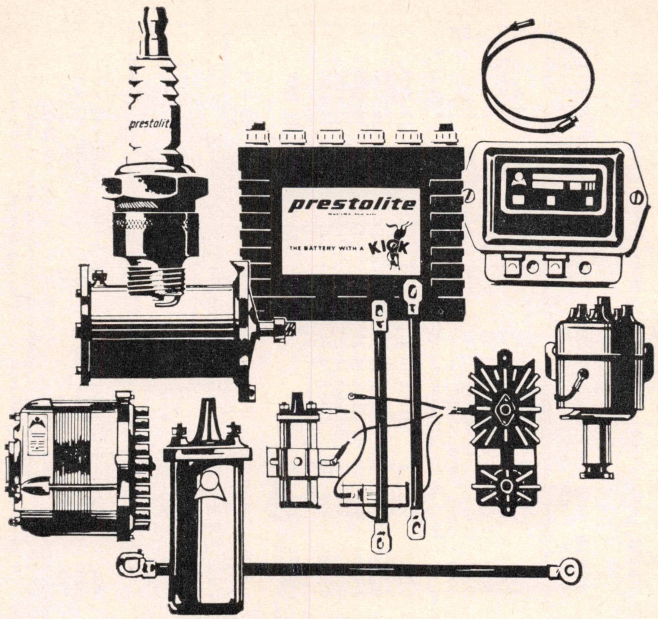
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Boston, Mass. 02127

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Montreal Office: S. F. BACHER & CO., 5329 Rivard St., Montreal 34, Que.

STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR						GENERATOR					REGULATOR		
							No. Load Test			Locked Armature				Cold Output			Cutout Closing Voltage @ Gen. RPM	Setting Range*	
		Voltage	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	Amps.	Volts	@ RPM	Amps.	Volts	Make	Brush Spring Tension (oz.)	Amps.	Volts	@ RPM		Voltage	Current (max.)
LAND ROVER																			
All (Gas engine)	59–65	12	57–12	P	Luc[4]	[2]	45	12	74–8500	450	7.2	Luc	22–25	22	13.5	1800	12.7/13.3–16.3	—	
Series II 2, 2¼ litre Diesels	59–65	12[1]	120–10	P	Luc[4]	[3]	90	12	8–9000	900	6.4	Luc	22–25	22	13.5	1800	12.7/13.3–15.3	—	
[1] Two 6v. batteries. [2] Spring-loaded pinion and sleeve. [3] Solenoid operated overunning clutch. [4] Gas engines, Lucas M4 18G; diesels, M45 GSID.																			
LINCOLN CONTINENTAL																			
All	59	12	70 20	N	Ford	Ben	85	12	4500	550	5	Ford	32–40	40	15	1111[1]	12.8–	15	38–42
All	60–61	12	65–20	N	Ford	Ben	110	12	5200	580	5	Ford	32–40	35	15	2670	12.4/13[2]	14.6[3]	35–39
All	62	12	80–20	N	Ford	Ben	70	12	9500	525	4	Ford	32–40	—	—	—	12.2/13[4]	15.3[5]	38–42
All (alternator)	63–64	12	80–20	N	Ford	Ben[7]	70	12	9500	670	5	Ford	7–12	40	15	3700	3–4	14.1[8]	—
All (alternator)	65	12	80–20	N	Ford	Ben.[7]	70	12	9500	525	4.0	AL	—	42	15	1550	2.5	14.1[9]	—
[1] Engine rpm. [2] At 1250 rpm. [3] To 15.4. [4] At 1400 rpm. [5] To 15.9. [7] Positive engagement type. [8] To 14.7. [9] To 14.9.																			
MERCEDES-BENZ																			
180a, b, c, 190b, c, 190SL, 219, 220S	59–65	12	56	N	Bosch	ORC	30–50	11.5	5–7500	315	7	Bosch	16–21	13.5	12	2500	13–2000	14.2	20
180, 190 Diesel	59–65	12	84	N	Bosch	ORC	60–80	11	5–7000	550	7	Bosch	16–21	13.5	12	2500	13–2000	14.2	20
220SE, 220b, Sb	59–60	12	52	N	Bos[1]	ORC	30–50	11.5	5–7500	380	8.5	Bosch	16–21	20	12	2400	13–1800	14.2	30
220b, Sb, SEb	61–65	12	52	N	Bos[2]	ORC	38–45	12	7–8000	315	7	Bosch	16–21	20	12	2400	13–1800	14.2	30
300d	59–63	12	70	N	Bosch	ORC	45–60	11.5	6–8000	520	7	Bosch	21–31	25	12	1450	13–1190	14.2	39
300SL Coupe, SL Roadster	59–63	12	56	N	Bosch	ORC	40–60	11.5	6–7500	450	8	Bosch	16–21	12.5	12	1600	13–1200	14.2	20
300SE	62–65	12	66	N	Bosch	ORC	40–60	11.5	7000	525	7	Bosch	16–21	38	12	1800	13–	17.2	38
230SL	63–65	12	52	N	Bos.	ORC	38–45	12	6–7000	268	6	Bos.[3]	—	35	14	5000	14–1000	14.2	8–9
[1] Type EED starting motor. [2] Type AL/EEF starting motor. [3] '65, Alternator.																			
MERCURY (MONARCH to '61)																			
Comet	60–64	12	40–20	N	Ford	Ben	70[3]	12	9500	670[4]	6[4]	Ford	20–26	25[5]	15	2076[6]	12.4/13.2[1]	14.6[2]	23–27[5]
Comet	65	12	45–20	N	Ford	Ben.[7]	50	12	9500	540	4.2	Ford[8]	—	38	15	1500	2.5	14.1[9]	—
[1] At 1200 rpm. [2] To 15.4. [3] '62, 50. [4] '62, 540 amps., 4.2 v. [5] 260 V8, 30 amp., current setting 28–32. [6] '64, 3400. [7] Pos. engagement. [8] Alternator. [9] To 14.7.																			
Meteor (6 Cyl. & V8s)	62–63	12	40–20	N	Ford	Ben	50[1]	12	9500	54[2]	4.2[2]	Ford	20–26	30	15	2525	12.0/12 8[3]	14.6[4]	28–32
Meteor	64	12	55–20	N	Ford	Ben	70	12	5200	670	5	Ford[5]	20–26	30	15	3400	12.2/13.2	14.6[4]	28–32
Meteor	65	12	45–20	N	Ford	Ben.[6]	70	12	9500	670	6	Ford[7]	—	42	15	1800	2.5–4	14.1[8]	—
[1] V8s, 70. [2] V8s, 67 amps., 6 v max. [3] At 1200 rpm. [4] To 15.4. [5] Optional alternators; Ford 40 & 42 emp.; Leece-Neville, 40&60 amp. [6] Pos. engagement. [7] Alternator. [8] To 14.9.																			
All	59	12	65–20[1]	N	Ford	Ben	80[2]	12	4500	550	5	Ford	32–40	35	15	2670	12.8	15	33–37
All	60–64	12	65–20[6]	N	Ford	Ben	70[8]	12	5200	670[9]	5	Ford[7]	20–26	35[10]	15[10]	2670[10]	12.2/13.2[3]	14.6[4]	35–39[5]
All	65	12	45–20	N	Ford	Ben.[11]	70	12	9500	670	6	Ford[12]	—	42	15	1800	2.5–4	14.1[13]	—
[1] Monterey and Lucerne with std. trans., 55. [2] Park Lane and Sceptre, 85. [3] At 1200 rpm. [4] To 15.4. [5] '62, '63–'64 28–32. [6] All 6 cyl., 352 & 390 V8s w/std. trans., 55–20, 65–20 opt.; 406 V8, 70–20. [7] 40 and 60 amp. Leece-Neville alternators optional, also Ford 40 and 42 alternators. [8] Positive engagement; inertia type 110. [9] Inertia type, 580. [10] '64, 30 amp., 15v, 3400 rpm. [11] Pos. engagement. [12] Alternator. [13] To 14.9.																			
METEOR (To 1961)																			
All	59	12	55–20	N	Ford	Ben	85	12	4500	550	5	Ford	32–40	30	15	2525	32.8–	15	28–32
All	60–61	12	55–20[1]	N	Ford	Ben	80	12	—	550	5	Ford	32–40	30[2]	15	2525[2]	12.4/13[3]	14.6[4]	28–32[5]
[1] With 352 eng. & auto. trans., 65–20. [2] 332 & 352 engines 35 amps., 2670 rpm. [3] At 1200 rpm. [4] To 15.4. [5] 332 & 352 Engines, 35–39.																			
METROPOLITAN																			
1500	59–62	12	57–20	P	Luc	In.	45	12	8500	380	7.5	Luc	22–25	19	13.5	2025	12.7–1050	15.6/16.2.	—

* At air temp. 70–80 deg. F. AL—Autolite. Ben—Bendix. Bos—Bosch. DR—Delco Remy. Duc—Ducellier. Luc—Lucas. ORC—Overrunning clutch.
N/A—Not applicable.



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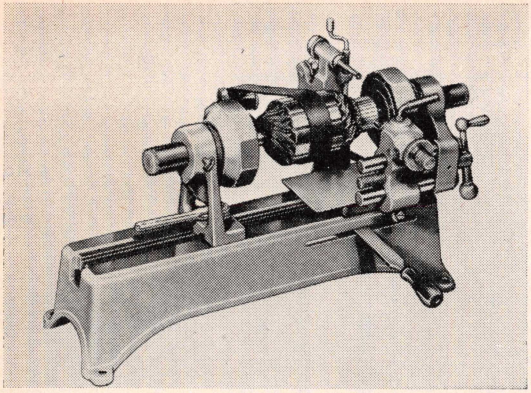
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STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR						GENERATOR					REGULATOR		
		Voltage	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No. Load Test			Locked Armature		Make	Brush Spring Tension (oz.)	Cold Output			Cutout Closing Voltage @ Gen. RPM	Setting Range*	
							Amps.	Volts	@ RPM	Amps.	Volts			Amps.	Volts	@ RPM		Voltage	Current (max.)
MG																			
Magnette ZA, ZB, III, IV, all MGA	59–65	12	58–20	P	Luc	In.	45	12	[1]	380[3]	7.6	Luc	22–25	19[2]	13.5	2025[2]	13–1125[2]	16.3	—
Midget, Midget III	61–65	12	43–20	P	Luc	In.	45	12	[1]	380[3]	7.6	Luc	22–25	19	13–5	2025	13–1125	14.5	22
MGB	63–65	12	58–20[4]	P	Luc	In.	45	12	[1]	300	7.4	Luc	22–25	19	13.5	2025	13–1125	15.3	22
[1] 8500–10,000 rpm.; '63s, 9500–11,000; '64–'65, 7400–8500. [2] Late models (C40 gen.), 22 amps @ 2250 rpm. Closing voltage 13-1250/1450. [3] Series III, IV, '63–'65, 420–440. [4] 1100, 38–20.																			
MORRIS																			
Minor 1000	59–64	12	43–20	P	Luc	In.	45	12	[1]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
Oxford Series III, V, VI	59–65	12	58–20[6]	P	Luc	In.	45	12	[1,6]	380[6]	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
850, Cooper, Super	60–65	12	38–20	P	Luc	In.	45	12	[1]	430	7.6	Luc	22–25[4]	19	13.5	2025	13–1125[5]	16.3[5]	[2]
1100	63–65	12	42–20	P	Luc	In.	45	12	[1]	380	7.6	Luc	22–25	22	13.5	2025	13–1540	15.3	22
[1] 8500–10,000 rpm.; '63–'65 9500–11,000. [2] 7400–8500 rpm. [4] Cooper, 18/26. [5] Cooper, 12.7/13.3–1500; voltage setting 15.6/16.4. [6] '63–'65 Oxford VI, 43–20; rpm., 9500–11,000; amps., 420–440.																			
NSU																			
Prinz	59–65	12	24[1]	N	Bosch	—	8–13	11.5	800	280	7	Bosch	21–26	11	12	1800	13.3–1500	14.9	13
[1] Sport Prinz, 32.																			
OLDSMOBILE																			
88, Super 88, 98 (Series 32, 35, 38)	59	12	70–20	N	DR	ORC	100	10.6	47–5400	305	2.0	DR	28	35	14	2520	11.8/13.5–	14.2	32–38
88	60	12	62–20	N	DR	ORC	100	10.6	36–5100	—	—	DR	28	35	14	2520	11.8/13.5–	14.2	32–37
Super 88, 98	60	12	70–20	N	DR	ORC	120	10.6	39–5400	—	—	DR	28	35	14	2520	11.8/13.5–	14.2	32–37
F-85	61–62	12	42–20	N	DR	ORC	80	10.6	[1]	320	4	DR	28	35	14	2730	[4]	14.2	31–35
88, Super 88 (Can. prod.)	61–62	12	70–20[5]	N	DR	ORC	100	10.6	36–5100	360	3.5	DR	28	35	14	2630[6]	[4]	14.2	31–35
88, Super 88, 98 (U.S. prod.)	61–62	12	70–20[5]	N	DR	ORC	120	10.6	39–5400	370	2	DR	28	35	14	2400[6]	[4]	14.2	31–35
F-85	63	12	44–20	N	DR	ORC	85	10.6	36–5100	—	—	DR[7]	—	25–35	14	3500	N/A	14.4	N/A
88 W/2 bbl. carb.	63	12	70–20[5]	N	DR	ORC	85	10.6	36–5100	—	—	DR[7]	—	28–40	14	3500	N/A	14.4	N/A
Super 88, Starfire, 98	63	12	70–20	N	DR	ORC	100	10.6	39–5400	—	—	DR[7]	—	28–40	14	3500	N/A	14.4	N/A
F-85 225 V6	64–65	12	61–20	N	DR	ORC	49–76	10.6	62–9400	[2]	4.3	DR[7]	—	25–35	14	2–5000	—	[3]	—
All V8s	64–65	12	61–20[8]	N	DR	ORC	[9]	10.6	38–6200[9]	[10]	3.0[10]	DR[7]	—	28–40[11]	14	2–5000	—	[3]	—
[1] 6750–10500. [2] 270–310. [3] 13.5–14.4. [4] 11.8/13.5–1600. [5] Prem. fuel engine; reg., 62–20. [6] '62, 2520. [7] Alternator. [8] '64 88s, Starfire & 98, F85 Cutlass w/400 eng., 70–20; '65 all upper series, 73–20. [9] 70–105; F-85 w/2 bbl. carb., 65–100, 36–5100. [10] 480–540; F-85 w/2 bbl. carb., 300–360 at 3.5v. [11] '65 Cutlass w/400 V8 eng., 25–35.																			
PEUGEOT																			
403, 404	59–65	12	58–20	N	[1]	ORC	—	—	—	—	—	[1]	—	—	—	—	—	—	—
[1] Ducellier or Paris-Rhone.																			
PLYMOUTH																			
LP1, MP1 (6 Cyl.)	59	12	60–20	N	AL	Ben	50	11	5500	355	4	AL	18–36	30[2]	15	1800	13.4–1300	14.5	30–40
LP2, MP2 (V8)	59	12	50–20	N	AL	Ben	50	11	5500	355	4	AL	18–36	30	15	1800	13.4–1300	14.5	30–40
PP1, RP1[4] (6 Cyl.), PP2, RP2 (361 V8)	60–62	12	50–20[3,4]	N	AL	Ben	58	11	3800	350	4	AL	32–48	35	15	2400	13.1–1480	14.6	33–37
PP2, RP2 (313 V8)	60–61	12	50–20	N	AL	Ben	50	11	5500	355	4	AL	32–48	35	15	2400	13.1–1480	14.6	33–37
SP2 (313 & 361 V8s)	62	12	48–20[5]	N	Own	[6]	85	11	1950	475	4	AL	32–48	35	15	2400	13.1–1480	14.6	33–37
TP1, VP1, AP1 (6 Cyl.)	63–65	12	48–20	N	AL	Ben	58	11	3800	350	4	Own[1]	—	34.5[13]	15	1250	N/A	13.7[8]	N/A
TP2, VP2, AP2 (313, 318 V8)	63–65	12	48–20	N	Own	[6]	85[12]	11[12]	1950[12]	475	4	Own[1]	—	34.5[13]	15	1250	N/A	13.7[8]	N/A
TP2, VP2, AP2 (383 V8)[7]	63–65	12	60–20[9]	N	Own	[6]	90[10]	11	2162[10]	425[11]	4	Own[1]	—	34.5[13]	15	1250	N/A	13.7[8]	N/A
AP2 (413 V8)	65	12	70–20	N	Own	[6]	90	11	2162	450	4	Own[1]	—	37	15	1250	—	13.7[8]	—
[1] Alternator. [2] 35.MP1, sold in Canada. [3] PP2, 60–20. [4] Also '62, SP1; 48–20. [5] 361 V8, 59–20. [6] Reduction gear. [7] Also TP2-P, VP2-P, not built or [8] To 14.3 @ 70F. [9] VP2, VP2-P, AP2, 70–20. [10] VP2, 85 1950. [11] VP2, 475; VP2-P, 450 [12] '65, 90–11–2162. [13] '65, 37.																			

* At air temp. 70–80 deg. F. AL—Autolite. Ben—Bendix. Bos—Bosch. DR—Delco Remy. Duc—Ducellier. Luc—Lucas. ORC—Overrunning clutch.
N/A—Not applicable.



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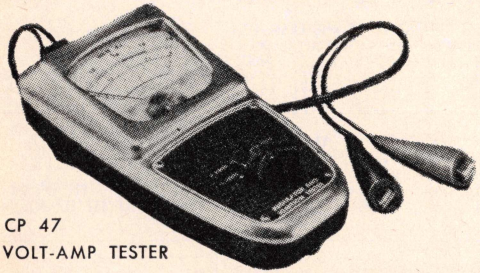
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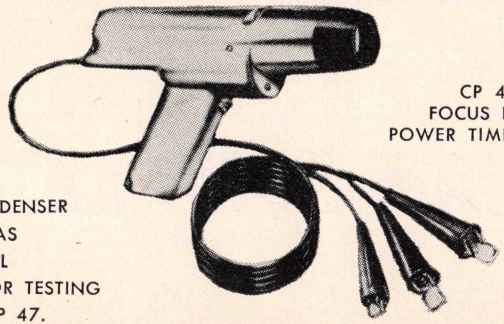
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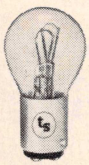
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STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR						GENERATOR					REGULATOR		
		Voltage	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No. Load Test			Locked Armature		Make	Brush Spring Tension (oz.)	Cold Output			Cutout Closing Voltage @ Gen. RPM	Setting Range*	
							Amps.	Volts	@ RPM	Amps.	Volts			Amps.	Volts	@ RPM		Voltage	Current (max.)
PONTIAC																			
(Canadian Prod'n.)																			
7000 (6 Cyl.)	59–62	12	53–20	N	DR	ORC	63	10.6	62–9400	290[15]	4.25	DR	28	30[6]	14	2240[6]	12.7–1300[14]	14.2	32–38[7]
7000 (283 V8)	59–62	12	53–20	N	DR	ORC	63	10.6	62–9400	290[15]	4.25	DR	28	30[6]	14	2240[6]	12.7–1300[14]	14.2	32–38[7]
7000 (348 V8)	59–60	12	61–20	N	DR	ORC	83	10.6	36–5100	330	3.5	DR	28	30	14	2240	12.7–1300[14]	14.2	32–38[7]
7000 (327 V8)	62	12	61–20	N	DR	ORC	100	10.6	36–5100	330	3.5	DR	28	30	14.0	2240	12.7–	14.1	27–31
7000, 75000 (6 Cyl. & 283 V8)	63–65	12	53–20	N	DR	ORC	49–76	10.6	62–9400	290	4.3	DR[5]	—	25–35	14	2–5000	2.3/3.7[4]	13.8[1]	—
7000, 75000 (327, 409 V8[3])	63–65	12	61–20	N	DR	ORC	83	10.6	36–5100	330[2]	3.5[2]	DR[5]	—	25–35	14	2–5000	2.3/3.7[4]	13.8[1]	—
75000 (409 V8)	65	12	60–20	N	DR	ORC	[8]	10.6	38–6200	510	3.0	DR[5]	—	25–35	14	2–5000	1.5/3.2	13.8[1]	—
	[1] To 14.8. [2] '63-'64, 327 & 409 V8, 290–370 @ 2 v. [3] 409 V8, '63-'64 only. [4] '65, 1.5/3.2. [5] Alternator. [6] '61 w/power strg., 35 amps, 2510 rpm.																		
	[7] '60 models, 27–33; '61, 27–31. [8] 70–105. [14] '61-'62, 11.8/13.5–1300. [15] '61 w/power strg., 310.																		
(U. S. Prod'n.)																			
23, 25, 26, 27, 2800	61	12	61–20	N	DR	ORC	100	10.6	47.5400	330	2	DR	28	30	14	2240	[13]	14.2	27–31
23, 26, 27, 28 (Reg. fuel)	62	12	53–20	N	DR	ORC	100	10.6	36–5100	330	3.5	DR	28	35	14.0	2540	12.3–	14.1	31–35
29 (Prem. fuel)	62	12	61–20	N	DR	ORC	120	10.6	39–5400	330	2.0	DR	28	35	14.0	2540	12.3–	14.1	31–35
389 V8 (Reg. fuel eng.)	63–65	12	53–20	N	DR	ORC	83	10.6	36–5100	330	3.5	DR[1]	—	28–40	14	2–5000	1.5/2.7	13.5[2]	—
389, 421 V8 (Prem. fuel, trans. ign.)	63–65	12	61–20	N	DR	ORC	90	10.6	38–6200	510	3.0	DR[1]	—	28–40[3]	14	2–5000	1.5/2.7	13.5[2]	—
389 & 421 V8s w/transistor ign.	64	12	70–20	N	DR	ORC	83	10.6	36–5100	330	3.5	DR[1]	—	32–50	14	2–5000	—	13.5[2]	—
	[1] Delcotron. [2] To 14.4. [3] '65 w/transistor ign., 32–50.																		
Tempest (4 Cyl.)	61–63	12	42–20	N	DR	ORC	49–76	10.6	62–9400	290	4.25	DR	28	30	14	2310	[13]	14.2	27–31
Tempest (215 V8)	61–62	12	42–20	N	DR	ORC	58–80	10.6	68–8600[16]	300	4	DR	28	30	14	2310	[13]	14.2	27–31
Tempest 6 Cyl.	64	12	44–20	N	DR	ORC	49–76	10.6	62–9400	270[5]	4.3	DR[1]	—	25–35	14	2–5000	1.5/3.2	13.5[2]	—
Tempest (326 V8)	63–65	12	53–20	N	DR	ORC	70[6]	10.6	36–5100[3]	330[3]	3.5[3]	DR[1]	—	25–35	14	2–5000	1.5/3.2	13.5[2]	—
Tempest (326 H.O. V8, GTO 389 V8)	64–65	12	61–20	N	DR	ORC	93[4]	10.6	38–6200[4]	510[4]	3.0	DR[1]	—	25–35	14	2–5000	1.5/3.2	13.5[2]	—
	[1] Delcotron. [2] To 14.4 [3] '65, 38–6200, 480–540 amps, 3 v. [4] '65, no load test 70–99 amps @ 7800–12000 rpm., locked 410–480 amps. [5] To 310. [6] To 105. [13] 11.8/13.5–1250. [16] '62, 6700–10500.																		
PORSCHE																			
356A 356B	59	6	84	N	Bosch	ORC	60–80	5.5	5–7300	500	3.5	Bosch	16–21	28	6	2500	6.5–1560	[1]	40
356B	60–61	6	84	N	Bosch	ORC	60–80	5.5	5–7300	500	3.5	Bosch	16–21	33	6	2400	6.5–1600	[1]	50
356B, 356C	61–65	6	84	N	Bosch	ORC	55–65	5.5	5–6700	500	3.5	Bosch	16–21	33	6	2400	6.5–1600	[1]	50
911	65	12	100	N	Bos.	ORC	35–45	12	6.4–7900	250[2]	6.0	Bos.	16–21	35	14	4950	14–1000	[3]	8–9
	[1] 6.9–7.6. [2] To 285. [3] 13.5–14.2.																		
RAMBLER																			
American (L-head)	60–61	12	40–20	N	AL	—	48	10.0	5300	285	4.0	AL	—	—	—	—	12.5–1200	14.5	25
10 Series, American Custom	60–61	12	45–20	N	DR	ORC	112	10.6	3240	310[4]	4.25[4]	DR	—	—	—	—	12.8–1280	14.5	25
Rebel and Classic V8s	60–61	12	50–20	N	AL	—	48	10.0	5300	285	4.0	AL	—	—	—	—	12.5/13.5[3]	14.5	30
Ambassador V8 80 Series	60–62	12	60–20	N	AL	ORC	60	10.0	4200	405	4.0	AL	18–36	35	—	2500	12.5/13.5[3]	14.5	35
6 Cyl. Engines (L-head & OHV)	62	12	50–20	N	AL	ORC	48	10	5300	285	4	AL	18–36	30	15	2200	12.5/13.5[5]	14.5	30
6 Cyl. Engines (L-head, OHV)	63–65	12	50–20[7]	N	AL	ORC	48	10	5300	285	4	AL[6]	—	34	14.2	3700	8–9	14.5	—
Ambassador, Classic V8s	63–65	12	60–20[8]	N	AL	ORC	60	10	4200	405	4	AL[6]	—	34	14.2	3700	8–9	14.5	—
	[1] Including solenoid. [2] 35–14–2510 with air conditioning. [3] At 1350 rpm. [4] '61 models. 385 amps, 3.5 volts. [5] A 1200 rpm. [6] Alternator. [7] '64–'65, 60–20. [8] '64–'65, 70–20.																		
RENAULT																			
Dauphine, Gordini, Caravelle, Estafette	59–65	12	40/50[1]	N	Duc	ORC	50	11.2	6000	400	4	Bosch	16–21	31	13.5	2400	13–1400	15	30
Caravelle S-4, R8	63–65	12	40/60	N	Duc	ORC	50	11.2	6000	340	3.5	Bosch	16–21	30	14 6	2400	12.6–1600	14.6	30
R4	62–65	6	80/90	N	Duc	ORC	50	5.5	6000	400	4	Duc	16–21	32	6.6	2800	6.2–1250	7.2	26
	[1] Estafette, 50/60.																		

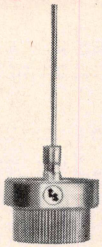
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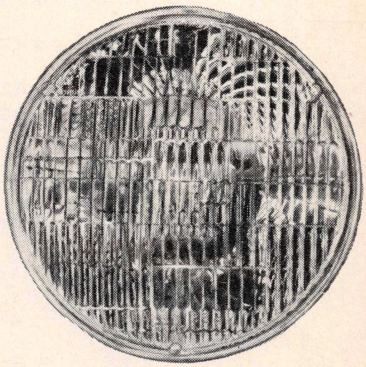


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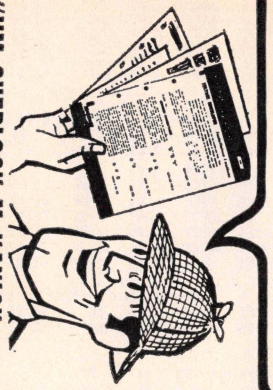
AUTOMOTIVE PRODUCTS

Tung-Sol of Canada Ltd., Bramalea, Ont.

STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR						GENERATOR					REGULATOR		
		Volt-age	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No. Load Test			Locked Armature		Make	Brush Spring Tension (oz.)	Cold Output			Cutout Closing Voltage @ Gen. RPM	Setting Range*	
							Amps.	Volts	@ RPM	Amps.	Volts			Amps.	Volts	@ RPM		Volt-age	Current (max.)
RILEY																			
One-Point-Five	59–61	12	58–20	P	Luc	In.	45	12	[2]	380	7.6	Luc	22–25	19[8]	13.5	2025[8]	13–975[8]	16.3	—
4/68, 4/72	59–65	12	43–20	P	Luc	In.	45	12	[2]	430	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
	[2] 8500–10,000 rpm.; '63–'65, 9500–11000. [8] Late models (C40 gen.), 22 amps @ 2250 rpm. Closing voltage 13–1250/1450.																		
ROVER																			
75, 90, 105R, 105S	59	12	58–20	P	Luc	In.	45	12	74–8500	450	7.2	Luc	36–44	22	13.5	1800	13–	16.3	—
3 litre, 100	59–65	12	60–20	P	Luc	In.	220[1]	10.2[2]	1000	430	7.8[3]	Luc[4]	36–44	25	13.5	1700	13–1100	[5]	22
2000	65	12	48–20	P	Luc.	In.	45	12	74–8500	440	8.0	Luc	22–25	25	13	2050	13	[6]	25
	[1] 100, 250. [2] 100, 9.4. [3] 100, 7.4. [4] PV6. [5] 14.6–15.6. [6] 14.4–14.8.																		
SIMCA																			
Aronde, "5"	59–62	12	40–20	N	PR[1]	—	40	12	8000	350[5]	4[5]	PR[4]	16–19	18[2]	15[2]	2700[2]	13.4–[6]	14.3[2]	24–26
Vedette	59–60	6	90–20	P	—	—	—	—	—	—	—	PR[1, 3]	—	—	—	—	—	—	—
1000	63–65	12	40–20	N	PR	—	—	—	—	—	—	PR	16–17	25	14	1450	12.5–13.5	14.3	25
	[1] '59 to '60, Paris-Rhone D8E14; '61, D8E34. [2] At 70° F. [3] Ducellier also used. [4] '59 to '60, Paris-Rhone R10R16; '61, G10R16. [5] '61, 300 amps., 9 volts. [6] '61, 13 @ 1350.																		
SINGER																			
Gazelle III, IIIA, IIIB (Std. Trans.)	59–61	12	51–20	P	Luc	In.	45	12	[1]	380	7.6	Luc	22–25	19[2]	13.5	2200	13–1200	16.3	—
Gazelle IIIA, IIIB (auto. trans.)	60–61	12	51–20	P	Luc	In.	45	12	[1]	380	7.6	Luc	22–25	30	13.5	2250	13–1400[3]	14.5[3]	30[3]
	[1] 8500–10,000 rpm. [2] Late models (C40 gen.) 22 amps. @ 2250. [3] Disconnect Easidrive supply wire from A3 terminal when adjusting reg. or checking output.																		
SKODA																			
All	59–64	12	45–20	P	Pal	ORC	—	—	—	—	—	Pal	—	19.5	13	—	12.5–13	14–15.5	—
1000 MB	65	12	45–20	N	Pal	ORC	—	12	—	—	—	Pal	—	22	12	22–7500	12.5–14	14	22
STANDARD																			
Vanguard, Ensign	59–62	12	58–20	P	Luc	In.	45	12	[2]	450	7.6	Luc	22–25	19[8]	13.5	2025[8]	13–1125[8]	16.3	—
Vanguard Six	61–62	12	58–20	P	Luc	In.	44	12	—	460	7.4	Luc	18–26	22	13	2250	13–1250	16	—
	[1] 8500–10,000 rpm. [2] 7400–8500 rpm. [3] Late models (C40 gen.), 22 amps @ 2250 rpm. Closing voltage, 13–1250/1450.																		
STUDEBAKER																			
All 6 Cyl.	59–60	12	50–20	N	AL[3]	Ben	55	10	5200	235	4	AL[3]	18–36	28–32	15	2650	13–13.75	14.5[1]	28–32
All 8 Cyl.	59–60	12	50–20	N	DR	Ben	75	11	5000	435	5.8	DR	24–32	27–33	14	2310[4]	13.8–14.8	14.3[2 5]	27–33[2]
Lark 6 Cyl.	61	12	50–20	N	AL	Ben	50	10	4400	210	4	AL	18–36	30	14.7	2200	13–1330	14.2[6]	34–36[6]
Lark 6, V8	62	12	50–20	N	AL	Ben	55	10	5200	425	6	AL	24–32	30[7]	15[7]	2650[7]	13/13.75–[8]	14.2	35
Hawk V8	62	12	50–20	N	AL	Ben	75	11	5000	435	5.8	AL	24–32	30	14	2310	14.3–1250	14.2	35
6 Cyl., 259 & 289 V8s	63–64	12	50–20	N	AL[11]	Ben	50	10	5500	475	6	AL[9]	—	35	14.2	1725	—	—	—
Avanti V8	63–64	12	60–20	N	AL	Ben	50	10	5500	475	6	AL[9]	—	42	14.2	1725	—	—	—
All	65	12	53–20	N	DR	ORC	49–76	10.6	62–9400	290	4.3	Pres.[12]	—	35	14.2	1700[13]	N/A	14.2	N/A
	[1] At 80 deg. F. [2] At approx. 125 deg. F., regulator ambient temp. [3] Some DR eqpt. used in '59. [4] 1925 in '61. [5] 14.65 @ 70° F. in '61. [6] At 70° F. [7] V8, 27/33, 14, 2310. [8] V8, 13.8/14.8. [9] Alternator, model GLE-5003 [10] 14.0–14.4 upper contacts. [11] '64, Prestolite. [12] Alternator. [13] To 1750.																		
SUNBEAM																			
Rapier Series I, II, Alpine Series I	59–60	12	51–20	P	Luc	In.	45	12	[2]	380	7.6	Luc	15–25	19[8]	13.5	2025[8]	13–1125[8]	16.3	—
Rapier III, IIIA, IV, Alpine II, III, IV	60–65	12	51–20	P	Luc	In.	45	12	[2]	380	7.6	Luc	22–25[4]	22	13.5	2250[4]	13–1350	16.3[4]	—
Imp	64–65	12	38–20	P	Luc	Ben	45	12	[2]	340	7.7	Luc	15–25	22	13.5	2250	13–1350	14.9	24–26
Sunbeam Minx Deluxe	65	12	51–20	P	Luc.	In.	45	12	[1]	380	7.6	Luc.	15–25	22	13.5	2200	13–1400	15.0	22
Tiger 260	65	12	67–20	N	Ford	Ben.	70	12	—	670	5	Ford	20–26	30	15	3400	12.2 13.2[6]	14.6[6]	28–32
	[1] 7400–8500 rpm. [2] 8500–10,000 rpm [3] Late models (C40 gen.), 22 amps @ 2250 rpm. Closing voltage, 13–1250/1450. [4] Alpine IV, Rapier IV with RB 340 reg., 15 v, 22 amps. [5] Pos. engagement. [6] @ 1200 rpm. [7] To 15.4 @ 75°F.																		

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City_____ Province_____

STARTING AND CHARGING SYSTEMS

MAKE & MODEL	YEAR	BATTERY			STARTING MOTOR						GENERATOR					REGULATOR		
		Voltage	Amp. Hr. @ Rate	Term Grd.	Make	Drive Type	No. Load Test Amps.	Volts	@ RPM	Locked Armature Amps.	Volts	Make	Brush Spring Tension (oz.)	Cold Output Amps.	Volts	@ RPM	Cutout Closing Voltage @ Gen. RPM	Setting Range* Voltage	Current (max.)
THUNDERBIRD																			
352 engine	60	12	55–20[1]	N	Ford	Ben	80	12	—	550	5	Ford	32–40	35	15	2670	12.4/13[2]	14.6[4]	35–39
430, 390 Engines	60–62	12	65–20[2]	N	Ford	Ben	110	12	5200	580	5	Ford	32–40	35	15	2670	12.4/13[5]	14.6[4]	35–39[6]
390 Engine	63–64	12	65–20	N	Ford	Ben	95[9]	12	5200	580	5	Ford	7–12	40[7]	15	3700	3–4	14.1[8]	—
All	65	12	80–20	N	Ford	Ben.[10]	70	12	9500	580	5.0	Ford[11]	—	42	15	1800	2.5–	14.1[8]	—
	[1] 65–20 with auto. trans. [2] 55–20 with std. trans. [3] At 1200 rpm. [4] To 15.4. [5] At 1250 rpm. [6] '62 28–32.																		
	[7] 42 & 52 amp. Ford alternators optional. [8] To 14.7. [9] '64, inertia type, 110. [10] Pos. engagement. [11] Alternator.																		
TRIUMPH																			
TR3, TR4, TR4A	59–65	12	58–20	P[3]	Luc	In.	45	12	[1]	440	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
Sedan, Est. Wagon, Pennant, Herald	59–62	12	43–20	P	Luc	In.	45	12	[2]	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
Herald 1200, Spitfire 2 and 4	63–65	12	43–20	P	Luc	In.	45	12	—	380	7.6	Luc	22–25	19	13.5	2025	13–1125	16.3	—
Sports Six, 2000	63–65	12	58–20	P	Luc	In.	45	12	—	460	7.4	Luc	18–26	22	13	2250	13–1250	16	—
	[1] 8500–10,000 rpm. [2] 5800–6800 rpm. [3] TR4A, negative grd.																		
VALIANT																			
QX1, RV1, SV1 (170 & 225 Engines)	60–62	12	50–20[1]	N	AL	Ben	58	11	3800	350	4	AL	32–48	35	15	2400	13.1–1480	14.6	33–37
TVX1, VVX1, AV1, AL1 (170, 225 eng.)[2]	63–65	12	50–20[6]	N	AL	Ben	58	11	3800	350	4	Own[2]	—	26±3	12	1250	—	13.7[5]	—

TV1[3], VV1[3] (170 & 225 Engines)	63–64	12	38–20[6]	N	Own	[4]	90	11	2162	450	4	Own[2]	—	26±3	12	1250	—	13.7[5]	—
VV2[2], VVX2, AV2, AL2	64–65	12	48	N	Own	[4]	90	11	2162	450	4	Own	—	37[7]	15	1250	N/A	13.7[5]	—

[1] SV1, 48–20. [2] All '63–'65, w/alternator. [3] Not built or sold in Canada. [4] Reduction gear. [5] To 14.3 @ 70F. [6] VV1, VX1, AV1, AL1, 48–20. [7] '64, 34.5.

VAUXHALL

Victor, Envoy, Bedford CA, Envoy EA[3]	59–65	12	43–20[7]	P	Luc	In.[4]	40	10	3000	340	8.5	Luc	22–25[5]	19[8]	13.5[8]	2025[8]	13.0–1300[9]	14.5[1]	19[6]
Velox, Cresta	59	12	53–20	P	Luc	In.	40	10	3000	340	8.5	Luc	22–25	19	13.5	2025	13.0–1300	14.5	19
Victor, Envoy (C40 gen.)	60	12	43–20	P	Luc	In.	40	10	3000	340	8.5	Luc	13–30[2]	22	13	2150	—	14.5	22
Velox, Cresta	61–63	12	57–20[10]	P	Luc	ORC	45	9–9.4	74–8500	450	7.2	Luc	30	22	13.5	2150[8]	13–1300	14.5	22
Viva, Epic	64–65	12	51–20	P	Luc	ORC	40	10	3000	340	8.5	Luc	22–25	22	13.5	2250	13–1400	12.6[11]	21–23

[1] '64–'65, 12.6–13.4. [2] Range covers worn brush $\frac{5}{32}$ in. long to new brush. [3] C39 generator. [4] '61, ORC. [5] '61–'63, 13–30 [6] '61–'65, 22. [7] '62–'65, 57–20. [8] '62–'63, 22 amp. @ 2480, '64–'65, 22 amp., 12v, 2350–2480 rpm. [9] '62–'65, 12.7/13.3 @ 1400. [10] '62–'63, 67–20. [11] To 13.4.

VOLKSWAGEN

All	59	6	66	N	Bos[1]	ORC	60–80	5.5	5–7300	500	3.5	Bosch	16–21	28	6	2500	6.5–1850	7.7	40
All	61[2]	6	66	N	Bos[1]	ORC	60–80	5.5	5–7300	500	3.5	Bosch	16–21	30	6	2500	6.5–1850	7.8	45
1200 Sedan, Karmann Ghia	61–65	6	66[4]	N	Bos[3]	ORC	55–65	5.5	6700	500	3.5	Bosch	16–21	30	6	2500	6.5–1850	7.8	45
1500 Sedan, Karmann Ghia[5]	62–65	6	77[4]	N	Bos	ORC	40–55	5.5	6500	500	3.5	Bosch	16–21	33	6	1750	6.5–1820	7.2	65

[1] EED Type. [2] From July '59 to Aug. '61. [3] AL/EEF type. [4] '64–'65, 88. [5] Includes S/Wagon, Van & Combi.

VOLVO

All models "B16" Engine	59–61	6	84	N	Bosch	ORC	60–80	5.5	4–6000	500	3.5	Bosch	16–21	33	6	2300	6.5–1750	7.3	50
All models "B18" Engine	61–65	12	60	N	Bosch	ORC	40–60	11.5	55–7500	450	8.0	Bosch	16–21	30	14.8	1700	12.4	14.1–.8	30[1]

[1] Not adjustable (diode).

WOLSELEY

15/60, 16/60	59–65	12	58–20	P	Luc	In.	45	12	[1]	430	7.6	Luc	22–25	19	13 5	2025	13–1125	16.3	—
6/99, 6/110	59–65	12	58–20	P	Luc	In.	45	12	[2]	450	7.6	Luc	36–44	25	13.5	1700	13–975	14.5	22

[1] 8500–10,000 rpm.; '63-'65, 9500–11,000. [2] 7400–8500 rpm.; '63-'65, 5800–6800.

* At air temp. 70–80 deg. F. AL—Autolite. Ben—Bendix. Bos—Bosch. DR—Delco Remy. Duc—Ducellier. Luc—Lucas. ORC—Overrunning clutch. N/A—Not applicable.



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FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL								COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
ACADIAN														
4 Cyl.	62–63	Car	SB	3379S[2]	.375	1.1875	Man	PF	3.5–4.5	—	13	180	75[1]	7.5
6 Cyl.	62–63	Roch	SB	BC	1.281	1.75	Aut	PF	3.5–4.5	—	13	180	75[1]	10
4 Cyl.	64–65	Car	SB	YF	.4375	1.1875	Man	OWP	3.25–4.5	—	13	180	75[1]	7.5
194 & 230 6 Cyl.	64–65	Roch	SB	BV	1.281	1.75	Aut	OWP[3]	3.25–4.5	—	13	180	75[1]	10
283 V8	64–65	Roch	Du	2GV	1.359	1.906	Aut	OWP[3]	5.25–6.5	—	13	180	75[1]	14.25
327 V8 (250 hp)	64–65	Roch	4B	4GC	1.515(P)/1.594(S)	2.25	Aut	OWP[3]	5.25–6.5	—	13	180	75[1]	13.25
327 V8 (300 hp)	64–65	Car	4B	AFB	.219(P&S)	.75	Aut	OWP[3]	5.25–6.5	—	13	180	75[1]	15
327 V8 (350 hp.)	65	Hol	4B	4150	[4]	—	Aut	OWP[3]	6–7.5	—	13	180	75[1]	15.75
[1] Strand tension gauge reading. [2] W/std. trans.; W/AT., 3402S. [3] Oil wetted paper or polurethane element. [4] Use sight plug.														
AUSTIN														
A40 Farina	59–61	Zen	SB	26VME	Pre-set	—	Man	OB	—	No	4	175	.5	4.37
Austin-Healey Sprite	59–61	SU	2xSB	H1	[1]	—	Man	OW	—	No	4	175	.5	5
A55 Cambridge Mk II	59–61	SU	SB	HS2	Pre-set	—	Man	OB	—	No	4	175	.5	6
Austin-Healey 3000	59–61	SU	2xSB	HD6	[1]	—	Man	OW	—	—	7	167	.5	9
850, Cooper, Super	60–65	SU	SB[3]	HS2	[2]	—	Man	Dry[7]	[4]	—	7[4, 7]	163[7]	.5	2.62
Austin-Healey Sprite Mk II, Mk III	61–65	SU	2xSB	HS2	[2]	—	Man	Dry	1.5–2.5	No	7	158	.5	5
A40 Mk II, A60 Cambridge	62–65	SU	SB	HS2	[2]	—	Man	Dry[7]	2.5–3	—	7[7]	158[7]	.5	4[5]
Austin-Healey 3000 Mk II, Mk III	62–65	SU	3xSB[6]	HS4[6]	[1]	—	Man	OW	2–3	—	7	175	.5	9
A99, A110 Westminster	60–65	SU	2xSB	H4	[1]	—	Man	Dry[7]	2–3	—	10[7]	175	—	10
1800	65	SU	SB	HS6	[1]	—	Man	Dry	2.5–3	—	13	180	.5	4.75
[1] Use 7/16 test bar under fork with float chamber cover inverted. [2] Use 5/16 in. diameter test bar. [3] Cooper, 2xSB. [4] Cooper, 2.5–3, rad. cap, 10 psi. [5] A60, 5.75 qts. [6] Conv., 2 carbs.; '64–'65 3000 Mk III, model HD8. [7] '63–'65, OB; rad. pressure cap 4 psi; thermostat opens 175F.														
BMW														
1800, 1800 TI	64–65	Sol	SB[1]	38PDSI[1]	—	—	Man	Dry	2.2–3	—	—	180	.75	6
[1] TI model, two 2-bbl., model 40PHH.														
BORGWARD														
Isabella, Combi	59–61	Sol	SB	32PJCB	.630[1]	—	Man	Dry	2.58	—	6–8	167	.5	6
TS, De Luxe, Coupe	59–61	Sol	Du	PAJTA	—	—	Man	Dry	2.58	—	6–8	167	.5	6
[1] Below upper edge of chamber.														
BUICK														
4400	59–60	Car[13]	Du	WGD[13]	.25[13]	—	Aut	Dry[14]	5.2–6.5	—	15	167	[16]	15.75[15]
4400 Power Pack, 4600, 4700, 4800	59–61	Car	4B	AFB	.219	.75	Aut	Dry[14]	5.2–6.5[17]	—	15	167	[16]	15.75[15]
46-47-4800, '62 4400 w/Power Pack	60–62	Roch	4B	4GC	.14(P)/1.38(S)	1.438(P)/1.31(S)	Aut	OW	5.2–6.5[17]	—	15	167	[16]	15.5
4000 (Special) V6, 4100 (S) V8	60–63	Roch	Du	2GC	1.265[1]	1.906	Aut	OW	4.5–5.75	—	15	167	—	11.25[3]
4400	61–63	Roch[4]	Du	2GC[4]	.688[1, 4]	1.906[4]	Aut	Dry[14]	4.75–6.5[5]	—	15	167	[16]	15.5
Special, V8 Hi-perf.	62–63	Roch	4B	4GC	.14(P)/1.38(S)[2]	1.56(P)/1.28(S)	Aut	OW	4.5–5.75	—	15	167	—	11.25
46, 47, 4800, 4400 w/Power Pack	63	Car	4B	AFB	.219[6]	.75[6]	Aut	Dry	5.25–7	—	15	167	—	15.5
225 V6	64–65	Roch	SB	BC	1.281	1.75	Aut	OWP	4.5–5.75	—	15	180	80[7]	8.75
300 V8 (155 hp.)	64–65	Roch	Du[10]	2GC[10]	.5[10]	1.906[10]	Aut	OWP	4.5–5.75	—	15	180	80[7]	11.25
401, 425 V8s	64	Roch[11]	4B[11]	4GC[11]	1.34(P)/1.38(S)[11]	1.28(P)/1.19(S)[11]	Aut	OWP[18]	4.75–6.5	—	15	180	80[7]	18.5
300 V8, Skylark Gran Sport 400 V8	64–65	Car	4B	AFB	.187	.75	Aut	OWP	5.25–6.5	—	15	180	—	14.7
401, 425 V8	65	Roch[11]	4B[11]	4GC	1.406[11]	1.0625[11]	Aut	[9]	4.75–6.5	—	15	180	—	14.75[8]

[1] '63, .656. [2] '63, 1.343(P)/1.375(S). [3] V6 for '63, cooling cap. 10 qt. [4] U.S.-built 4400, Stromberg dual, model WW-2, float level and drop 1.68
[5] '63, 5.25–7, vac. 180. [6] W/Roch carb., 1.343(P)/1.375(S), 1.437(P)/1.25(S). [7] Strand tension gauge reading. [8] 425 V8, 15.25. [9] OWP or Dry.
[10] W/4 bbl. 4GC carb., see following line. [11] W/Carter 4 bbl. carb(s) model AFB, float height .218, drop .75; w/Carter 2 x 4 bbl. carb. height rear .281.
[13] Some auto. trans. models, Stromberg WW-2. Float height, .156. [14] OW on imported models [15] '60 models, 15.5.
[16] 15–20 ft. lbs. torque to slip generator pulley. [17] '61, 4.75–6.5;'62, 4.5–5.75. [18] Riviera or dual 4 bbl. carb., dry.

CADILLAC

All	59–60	Roch	3x2B	2GC	.984[6]	1.906	Aut	Dry	5.2–6.5	—	12–15	173	—	16[7]
All	59–65	Roch	4B	4GC	.234(P)/1.375(S)	1.5(P)/1.31(S)[9]	Aut	Dry	5.2–6.5	—	12–15[10]	173	—	16[7]
All	63–65	Car	4B	AFB	.312[11, 2]	.75[11, 2]	Aut	Dry[1]	5.2–6.5	—	12–15[10]	173	—	16[7]

[1] '63, OW. [2] '63–'65, level .375, drop 2.0. [6] Centre carb.; end carbs., .725. [7] 67 & 75 series 17.25; '64, 14.25; '65, 15; 75 series, 16.25. [9] 1.5(P) in '60; '64–'65, 1.5(P)/1.0625(S). [10] '61–'64–'65, 13.5–16.5. [11] '61, level .375, drop .812, both measured top of floats to gasket.

CHECKER

L-head Engine	61–63	Zen	SB	O–12469	—	—	Aut	Dry[3]	3[1]	Yes	4	167	.5	11
OHV Engine	61–63	Car[2]	SB[2]	AS-3290S[2]	—	—	Aut	Dry	3[1]	Yes	4	177	.5	11
230 6 Cyl.	64–65	Roch[4]	SB	BV	1.281	1.75	Aut	OWP	5–6.5	No	13± 1[5]	180	75[6]	12
283 V8	64–65	Roch	Du	2GV	1.359	1.906	Aut	OWP	5.25–6.5	No	13± 1	180	75[6]	17

[1] At 400 rpm. [2] '63, Rochester 2 bbl. 2GC No. 7023096. [3] Oil bath optional. [4] Taxicab, Carter. [5] Taxicab 12± 1. [6] Strand tension gauge reading.

CHEVROLET

Corvair, All[6]	60–65	Roch	2xSB	H	1.203[4]	1.75[8]	Aut[2]	OW[9]	5.25–6.5[5]	—	—	—	1	—
Corvair super-charged Spyder[10]	63–65	Car	SB	YH	.625	2.375[7]	Aut	OW[3]	5.25–6.25[5]	—	—	—	1	—

[1] Blower belt, 3/8 in. deflection between blower and idler pulley under 15 lb. load; '64–'65, 55± 5 lbs. strand tension gauge reading. [2] '61, Manual. [3] '64–'65 OWP. [4] '64–'65, 1.062. [5] '64–'65, 4–5. [6] Except Spyder and Turbo-Charged. [7] '64, drop 2.4375. [8] '65, 1.5. [9] '65, OWP. [10] And Turbo-Charged.

Chevy II 4 & 6 Cyl.	62–63	Roch[4]	SB	B(4 cyl.) BC(6 cyl.)	1.281[4]	1.75[4]	Man[1]	OW	3.5–4.5	—	13	167	90[2]	7.5[3]
4 Cyl.	64–65	Car	SB	YF	.4375	1.1875	Man	OWP	3.25–4.5	—	13	180	75[2]	7.5
194, 230 6 Cyl.	64–65	Roch	SB	BV	1.281	1.75	Aut	Dry[5]	3.25–4.5	—	13	180	75[2]	10
283 V8	64–65	Roch	Du	2GV	1.359	1.906	Aut	Dry[5]	5.25–6.5	—	13	180	75[2]	14.25
327 V8 (250 hp.)	65	Roch	4B	4GC	1.515(P)/1.578(S)	2.25	Aut	Dry[5]	5.25–6.5	—	13	180	75[2]	13.25
327 V8 (300 hp.)	65	Car	4B	AFB	.219(P&S)	.75	Aut	Dry[5]	5.25–6.5	—	13	180	75[2]	15
327 V8 (350 hp.)	65	Hol	4B	4150	[6]	—	Aut	Dry[5]	6–7.5	—	13	180	75[2]	15.75

[1] 6 Cyl., Aut. [2] Strand tension gauge reading. [3] 6 Cyl., 10 qts. [4] '63 6 Cyl.; '63 4 Cyl., Carter; W/Std. trans., model 3379S, W/AT, 3402S; float level .375, drop 1.875. [5] And oil wetted paper element type. [6] Use sight plug.

Chevelle 194 & 230 6 Cyl.	64–65	Roch	SB	BV	1.281	1.75	Aut	Dry[1]	3.25–4.5	—	13	180	75[2]	10
Chevelle 283 V8	64–65	Roch	Du	2GV	1.359	1.906	Aut	Dry[1]	5.25–6.5	—	13	180	75[2]	14.25
Chevelle 327 V8 (250 hp)	64–65	Roch	4B	4GC	[3]	2.25	Aut	Dry[1]	5.25–6.5	—	13	180	75[2]	13.25
Chevelle 327 V8 (300 hp)	64–65	Car	4B	AFB	.219(P&S)	.75	Aut	Dry[1]	5.25–6.5	—	13	180	75[2]	15
Chevelle 327 V8 (350 hp.)	65	Hol	4B	4150	[4]	—	Aut	Dry[1]	6–7.5	—	13	180	75[2]	15.75

[1] And oil wetted paper element type. [2] Strand tension gauge reading. [3] '64, 1.515(P)/1.594(S); '65, 1.515(P)/1.578(S). [4] Use sight plug.

All 6 Cyl.	59–65	Roch	SB	BC[2]	1.281	1.75	Aut	Dry[26]	3.5–4.5	—	13	170[12]	.75[1]	15[18]
283 V8 (Std. Trans.)[13]	59–65	Roch	Du	2GC[21]	1.359	1.906	Aut	Dry[26]	5.2–6.5	—	13	170[12]	.75[1]	15.5[22]
348 V8 (Std. Trans.)	59	Car	4B	WCFB–2817S	.219(P)/.281(S)	2.0	Aut	Dry	5.2–6.5	—	13	170	.8	18.25
283 & 348 V8 (Auto. Trans.)[10]	59–61	Roch	4B	4GC	1.67(P)/1.73(S)[6]	2.25	Aut	Dry	5.2–6.5	—	13	170	.75[7]	15.5[8]
283 V8 (4 carb., Std. Trans.)	59–61	Car	4B	WCFB–2818S[14]	.125(P)/.25(S)	2.0	Aut	Dry	5.2–6.5	—	13	170	.75	15.5
348 V8 (3x2B carbs.)	59–61	Roch	3x2B	2GC	1.844[9]	1.906	Aut	Dry	5.2–6.5[15]	—	13	170	.812	18.25
348 V8 (Auto. Trans.)	60	Car	4B	WCFB–2816S	.125(P)/.25(S)	—	Aut	Dry	5.2–6.5	—	13	170	.812	18 25
348 V8 (Std. and Auto. Trans.)	61	Car	4B	WCFB–3060–15	.156(P)/.281(S)	.625(P)/.75(S)	Aut	Dry	5.2–6.5	—	13	170	.812	18.25
348 V8 (3x2B, Spec. Cam.)	61	Roch	3x2B	2G & 2GC	1.422[19]	1.906	Aut	Dry	9.2–10.7	—	13	170	.812	18.25
348 V8 (Spec. Turbo Thrust), 409 V8	61	Car	4B	AFB–3012S	.218	.718	Aut	Dry	9.2–10.7	—	13	170	.812	18.25
327 V8 (Std. trans. & '63 W/AT)	62–63	Car	4B	WCFB–3190S[17]	.218(P)/.25(S)	.75(P)	Aut	Dry	5.25–6.5	—	13	170[12]	75[1]	15.5
327 V8 (Auto. trans.)	62–63	Roch	4B	4GC	1.515(P)/1.58(S)[16]	2.25(P&S)	Aut	Dry	5.25–6.5	—	13	170[12]	75[1]	15.5
409 V8	62	Car	4B	AFB–3270S	.218	.75(P)	Aut	Dry	9.2–10.7	—	13	170[12]	75[1]	15.5
409 V8 400 hp eng.	63–64	Roch	4B	4GC	1.5(P)/1.453(S)[23]	1.968(P)/1.859(S)	—	Dry	7.25–8.5	—	—	180	75[1]	18.25
409 V8 425 hp eng.	63–64	Car	2x4B	AFB–3361S, 3362S	.218(P & S)	.75 (P & S)	—	Dry	7.25–8.5	—	13	180	75[1]	18.25
327 V8	64–65	Roch[24]	4B	4GC	1.515(P)/1.578(S)	2.25(P&S)	Aut	Dry[26]	5.25–6.5	—	13	180	1	18.25[28]
409 V8 340 hp eng.	64–65	Roch	4B	4GC	1.5(P)/1.3125(S)[25]	1.5(P)/1.125(S)	Aut	Dry[26]	5.25–6.5[29]	—	13	180	1	18.25
409 V8 400 hp eng.	64–65	Car	4B	AFB–3783S	.218(P)/.218(S)	.75(P&S)	Aut	Dry[26]	7.25–8.5	—	13	180	1	18.25
327 V8 (300 hp.)	64–65	Car	4B	AFB[30]	.218(P&S)	.75(P&S)	Aut	Dry[26]	5.25–6.5	—	13	180	1	18.25

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches. Aut—Automatic. Bos—Bosch. Car—Carter. Du—Dual. 4B—Four barrel. Hol—Holley. Man—Manual. OB—Oil bath. OW—Oil wetted. P—Primary. PF—Plastic foam. Roch—Rochester. S—Secondary. SB—Single barrel. Sol—Solex. Strom—Stromberg. Web—Weber. Zen—Zenith. ZS—Zenith-Stromberg.

FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL									COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts.
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
CHEVROLET—Continued														
396 V8 (325 hp.)	65	Roch	4B	4MV	.125(Final)	—	Aut	OWP	5.5–7.5	—	15	180	[1]	19.25
396 V8 (425 hp.)	65	Hol	4B	4160	[31]	—	Aut	OWP	5.5–7.5	—	15	180	[1]	20
	[1] Strand tension gauge reading, 75 lbs. [2] '64, BV. [4] '63, OW; '64, OWP. [6] 1.515(P)/1.578(S) on' 61. [7] .812 on 348 engines. [8] 18.25 with 348 engines. [9] Centre carb; front and rear carbs., 1.422. '60 models, front and rear 1.4218, centre 1.328. '61 models, front and rear 1.390, centre 1.312. [10] Std. and auto. trans. in '60 and '61 models. [12] '63–'65, 180. [13] Applies to std. and auto trans. in '61–65. [14] '61, WCFB–3059S. [15] '61 w/spec. cam, and SM trans., 9.25–10.75. [16] '63, 1.515(P & S). [17] 63, WCFB 3500, 3501S. [18] '64–'65, 10. [19] Front and rear, centre, 1.328. [21] '64–'65, 2GV. [22] '64–'65, 14.25. [23] W/Std. trans; W/AT, 1.718(P)/1.859(S). [24] W/Carter 4 bbl. WCFB, height .218(P)/.25(S), drop .75(P&S); w/Carter 4 bbl. alum. AFB, P&S float height .218. [25] Heel; '64 toe .813(P)/.5(S); '65 toe, .781(P)/.656(S). [26] And oil wetted paper. [27] '65, 3.25–4.5. [28] '64 w/250 hp., 13.25, w/300 hp., 15. [29] '65, 7.25–8.5. [30] 3720S & 3721S carbs. [31] Preliminary, prim. .060, sec. .310; final, sight plug.													
Corvette	59–61	Car	4B	WCFB	.125(P)/.25(S)	.625(P)/.75(S)	Aut	OB[16]	5.2–6.5	—	6.2–7.7[17]	170[12]	.75	14.25[18]
Corvette	59–61	Car	2x4B	WCFB	.125(P)/.25(S)	.625(P)/.75(S)	Aut	OB[16]	5.2–6.5	—	6.2–7.7[17]	170[12]	.75	14.25[18]
Corvette 327 V8 (250 hp.)	62–65	Car	4B	WCFB-3191S[3]	.218(P)/.25(S)[3]	.75(P)[1, 3]	Aut	OW[7]	5.25–6.5	—	13	170[8]	.75[2]	15.5[5]
Corvette 327 V8 Hi-Perf.	62–63	Car	4B	AFB–3269S[4]	1.468(P&S)[4]	.75(P)[4]	Aut	OW	5.25–6.5	—	13	170	.75[2]	15.5[5]
Corvette 327 V8 (350, 365 hp.)	64–65	Hol	4B	R-2818-A	[6]	—	Aut	OWP	6.5–7.5[9]	—	13	180	75[2]	14.25[10]
Corvette 327 V8 (300, 350 hp.)	65	Car	4B	AFB3720SA[13]	.218(P&S)	.75(P&S)	Aut	OWP	5.25–6.5	—	13	180	75[2]	15.5
Corvette 396 V8 (325 hp.)	65	Roch	4B	4MV	.125(Final)	—	Aut	OWP	5.5–7.5	—	15	180	75[2]	19.25
Corvette 396 V8 (425 hp.)	65	Hol	4B	4160	[11]	—	Aut	OWP	5.5–7.5	—	15	180	75[2]	20
	[1] W/P'glide trans. only. [2] Strand tension gauge reading. [3] '63, WCFB-3500S, 3501S; float level .218(P)/.125(S), drop .75(P&S); '64–'65 WCFB-3500S, 3501S, drop .75(P&S). [4] '63, AFB-3460S, 3461S; float level, .218(P&S), drop .75(P&S). [5] '63–'64s, 14.25. [6] Use sight plug. [7] '64–'65, OWP. [8] '64–'65, 180. [9] '64, 5.25–6.5. [10] '65, 15.5. [11] Preliminary, prim., .060, sec. .310; final, use sight plug. [12] '60 models, 160. [13] Also 3721SA. [16] '61, oil-wetted polyurethane. [17] '61, 13. [18] '61, 13.75.													
CHRYSLER														
MC1 (361 V8)	59	Car	Du	BBD–2870S	.281	—	Aut	Dry	6–6.5	No	14	156	.5	14.25
MC3 (413 V8)	59	Car	4B	AFB–2797S	.281	.719± .06	Aut	Dry	6–6.5	No	14	156	.5	14.25
PC1, PC2, RC1, RC2	60–61	Car[1]	Du	BBD–2923S[1]	.312	—	Aut	Dry	4–5	No	14	180	.5	14.5[4]
PC3, RC3	60–61	Car	4B	AFB–2927S[2]	.218± .015	.718± .06	Aut	Dry	4–5	No	14	180	.5	14.5[4]
SC1, TC1, VC1, AC1 (361 V8)	62–65	[5]	Du[5]	WWC3–201[5, 7]	.218[7]	—	Aut	Dry	3.5–5[8]	No	14	156[9]	.5	14.1
SC2, TC2, VC2, AC2 (383 V8)	62–65	Strom[5]	Du[6]	BBD–3244S[6, 10]	.281[6, 10]	—	Aut	Dry	3.5–5[8]	No	14	156[9]	.5	14.1
SC3 (413 V8)	62	Car	4B	AFB–3251S	.218	—	Aut	Dry	3.5–5	No	14	156	.5	14.1
All 413 V8s	63–65	Car	4B[3]	AFB–3256S[3]	.218[3]	.75[3]	Aut[3]	Dry	4–5.5	No	14	180	.5	14.2
	[1] RC1, Stromberg WWC3–188. [2] RC3, AFB–3108S. [3] TC2-300J, 2x4 bbl. model AFB-3505S; float height, .281, drop .5; choke, manual; VC3, AFB-3613S; VC2-300K, AFB-3614S; '65 AC3, AFB-3856S; extra eqpt., AFB-3858S. [4] RC1, RC2, RC3, 14.1. [5] W/Power Pak, Carter AFB-3254S; TC1, WWC3-221; '65 AC1, AC2, WWC3–255; extra eqpt., AFB-3856S. [6] W/Power Pak, 4B, AFB-3255S, float setting .218. TC2, BBD-3476S. [7] VC1, WWC3-242, height .156. [8] VC1, VC2, 4–5.5. [9] VC1, VC2, 180. [10] VC2, BBD-3685S, height .250.													
CITROEN														
ID 19	59–65	Solex	SB	34PBIC	—	—	Man	Dry[1]	4–6	No	4–7	180	.5	10[3]
DS 19, Pallas	59–65	Weber[2]	SB[4]	24/30DCLC[4]	—	—	Man	Dry[1]	4–6	No	4–7	180	.5	10[3]
	[1] OW or OB types. [2] Or Zenith 24/30 EEAC on some early models. [3] ID s/wagon, 9 qts. [4] '63–'65, Du, 24-32DDC, float level .590.													
DAIMLER														
SP 250	60–64	SU	2xSB	HD6	[1]	—	Man	OW	2.5	No	—	—	.5	11
	[1] Use 7/16 in. dia. rod under forked lever. Float chamber cover inverted.													
DATSUN-NISSAN														
72.5 Engine (PL410 Series)	63–65	Nikki	Du	2D-30CE	[1]	—	Man	Dry	2.3	—	4.6	170	.5	4.6
115 Engine (LG31 "Cedric" Series)	63–65	Nikki	Du	D3034-3A	[1]	—	Man	Dry	4.3[2]	—	4.6	170	.5	7.4
90.7 Engine (Sports)	63–65	Hit[3]	Du	HJB-38W-1	.905	—	Man	Dry	4.3	—	4.6	170	.5	5.7
	[1] Line marked "Level" on transparent cover. [2] Max. 4.3. [3] Hitachi.													

DE SOTO															
MS2 (383 V8)	59	Car	Du	BBD–2871S	.281	—	Aut	Dry	6–6.5	No	14	156	.5	14.25
MS3 (383 V8)	59	Car	4B	AFB–2794S	.281	.719± .06	Aut	Dry	6–6.5	No	14	156	.5	13.25
PS3, RS1	60–61	Car[1]	Du	BBD–2923S[1]	.312	—	Aut	Dry	4–5	No	14	180	.5	14.5

[1] Stromberg WWC3–188.

DKW, AUTO-UNION															
All DKW and Auto-Union models	59–63	Sol[4]	SB	401CB[4]	.748–.866[1]	—	Man	OW[3]	4.2–8.5[5]	—	14–15	—	.8	7.5[2]

[1] From top of chamber to surface of fuel. [2] 9.35 on 1000 models, 8 on DKW 750. [3] or dry type.
[4] AU 1000 Sp., Zenith Solex 32NDIX (dual downdraft). [5] Solex—operated by pressure changes in No. 3 cylinder crank chamber.

DODGE															
LE2, ME2 (313 V8)	59	Car	Du	BBD–2644S	.219	—	Aut	Dry	5.5–6.5	No	14	156	.5	16.4
ME1 (6 Cyl.)	59	Car	SB	BBS–2567S	.219	—	Aut	Dry	4.5–6	No	14	156	.5	10.8
MD3 (361 V8)	59	Car	Du	BBD–2870S	.281	—	Aut	Dry	6–6.5	No	14	156	.5	14.25
225 6 Cyl.	60–63	Car	SB	BBS	.219	—	Aut	Dry	6–7[4]	No	14	180	.5	12.5[5]
313 V8, (318 in '65)	60–65	Car	Du	BBD–2921S[1]	.281[1]	—	Aut	Dry	6–7[4]	No	14	180	.5	17.5[7]
PD4, RD4, SD2 (361 V8)	60–62	Car	4B	AFB–2926S[8]	.219± .015[8]	.719± .06[9]	Aut	Dry	6–7[4]	No	14	180	.5	14.3[10]
PD2, RD1 (361 V8)	60–61	Car[11]	Du	BBD–2923S[11]	.312	—	Aut	Dry	6–7	No	14	180	.5	14.3
RW1 (U.S. Lancer, 170 eng.)	61	Car	SB	BBS–3093S	.219	—	Aut	Dry	4–5	No	14	180	.5	10.0[12]
SD2–P (361 V8)	62	Car	4B	AFB–3253	—	—	Aut	Dry	4–5.5	No	14	180	.5	14.1
SD3 (U.S. Custom 880, 361 V8)	62	Strom	Du	WWC3–201	—	—	Aut	Dry	4–5.5	No	14	180	.5	14.1
SL1 (U.S. Lancer, 170 eng.)	62	Car[17]	SB	BBS–3229S	—	—	Aut	Dry	4–5.5	No	14	180	.5	10[19]
All, 383 V8	63–65	Car	4B	AFB–3520S[3]	.219	.75	Aut	Dry	4–5.5	No	14	180	.5	14.2
TA3, VA3 (U.S. 880, 361 V8)	63–64	Strom	2B	WWC3	.219[6]	—	Aut	Dry	4–5.5	No	14	180	.5	14.2
TL1, VL1 (U.S. Dart, 170 eng.)	63–64	Car	SB	BBS–3462S	.219	—	Aut	Dry	4–5.5	No	14	180	.5	10
VD1, AD1 (225 6 Cyl.)	64–65	Car	SB	BBS–3679S[2]	.250	—	Aut	Dry	4–5.5	No	14	180	.5	11
VL2 (U.S. Dart, 273 V8)	64	Car	Du	BBD–3767S	.250	—	Aut	Dry	6–7.5	No	14	180	.5	14
AD2 (413 V8)	65	Car	4B	AFB3859S[12]	.219	.75	Aut	Dry	4–5.5	No	14	180	.5	14

[1] '64 VD2, BBD-3682S & 36835S (auto. trans.), float height .250; '65, BBD3847S, auto. BBD3848S. [2] '65, BBS3839S, auto BBS3840S.
[3] '65, AFB3855S, auto AFB3856S. [4] RD3, RD4, 4–5. [5] RD3, 11.6, SD1, 11. [6] '64 VA3, float height .156. [7] RD4, 14.1.
[8] RD4, AFB–3104S: float level, .312. [9] Except RD4. [10] RD4, 12.5. [11] RD1, Stromberg WWC3–188. [12] Auto, AFB3860S.
[13] 170 eng.; 225 eng., 11.6. [17] Or Holley. [19] 10.8 w/225 engine.

EDSEL															
6 Cyl.	59–60	Hol	SB	—	.188–.218[2]	—	Man	Dry	3.5–5.5	Yes	15[4]	177	.5	13.5
332 V8	59	Hol	Du	—	.975[5]	—	Aut	Dry	4–6	Yes	15	177	.375	17
361 V8	59	Hol	4B	—	.75(P)/.5(S)[1]	—	Aut	Dry	4–6	Yes	15	177	.375	17
292 V8	60	Ford	Du	—	[5]	—	Aut	Dry	4–6	Yes	13	177	.5	17
352 V8	60	Ford	Du[6]	—	.875[3]	—	Aut	Dry	4–6	Yes	13	177	.5	17

[1] Float setting closed. fuel bowl inverted. [2] Initial setting—from roof of float chamber to lowest point of float, carb. inverted.
[3] Initial setting—between floor of float-chamber and bottom of float, carb. inverted.
[4] 13 in '60. [5] Dry setting, .435–.465 in from top surface of main body to top of free end of float, with float in uppermost position. [6] or 4B.

FIAT															
600, 600D	59–63	Web	SB	26IM[4]	.281–.312[1]	—	Man	Dry	—	No	8–10	167	.5	3.76[3]
1100, 1100F	59–62	Web	SB	32IMPE[6]	.344–.375[1,6]	—	Man	Dry	—	No	8–10	180	.5	4.04
1200	59–63	Web	Du	36DIM[7]	.281–.312[2]	—	Man	Dry	—	No	8–10	180	.5	3.96
2100	60–61	Web	Du	34DAS1[5]	.20	—	Aut	Dry	—	No	2.8–7.1	180	.5	7.6
1500 Cabriolet	64	Web	Du	28-36DCD19	.188–.203[8]	—	Man	Dry	—	No	—	180	.5	5.28
750	65	Web	SB	28ICP3	.276 w/gask.	.552 w/gask.	Man	Dry	3.5	—	5	175	.5	3.76
1100D	65	Web	SB	32IMPE7	.35 w/gask.	.64 w/gask.	Man	Dry	3.5	—	5	185	.5	4.4
1500	65	Web	Du	28-36DCD19	.1969 (no gask.)	.3346 (no gask.)	Man	Dry	3.6	—	5	180	.5	4.4

[1] With gasket. [2] Without gasket. [3] 600 Multipla, 5.72. [4] 600D, 28ICP, float clearance, .2756 in. [5] S/wagon, 34DAS2.
[6] '62 1100 Special, Weber 36DCD3, .188 in. between float and air horn w/gasket. [7] Weber 36DCD3 after engine 534467 (see note 6).
[8] Between float and air horn w/gasket.

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches. Aut—Automatic. Bos—Bosch. Car—Carter. Du—Dual.
4B—Four barrel. Hol—Holley. Man—Manual. OB—Oil bath. OW—Oil wetted. P—Primary. PF—Plastic foam. Roch—Rochester. S—Secondary.
SB—Single barrel. Sol—Solex. Strom—Stromberg. Web—Weber. Zen—Zenith. ZS—Zenith-Stromberg.

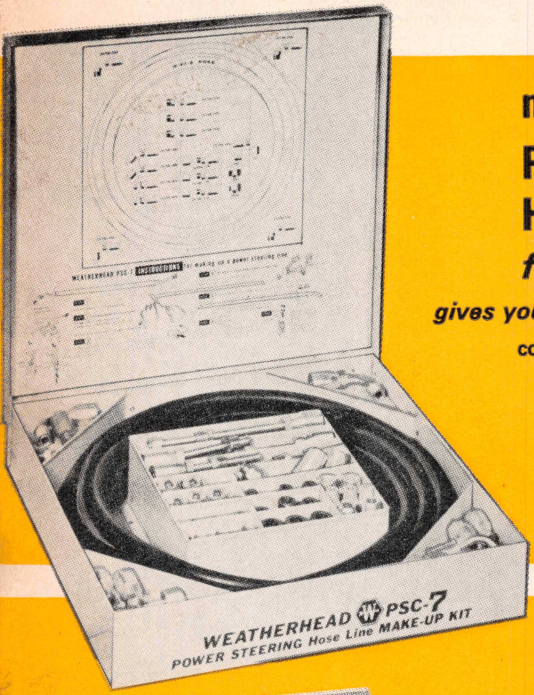
FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL								COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts.
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
FORD														
Falcon, All	60–62	Holley	SB	1909	[1]	—	Man	Dry	3.5–5.5	Yes[2]	13–15	177	.5	8.5[3]
Falcon (All 6 Cyl)	63–65	Ford	SB	9510[4]	[5]	—	Aut[9]	Dry	3.5–5.5	No	12–15	160	60–90[6]	8[7]
Falcon (260, 289 V8)	64–65	Ford	Du	9510	[8]	—	Aut	Dry	4–6	No	12–15	160	80–110[6]	12
	[1] Dry setting, .160–.191 ins. from roof of float chamber to lowest point of float, carb. inverted. Fuel level setting .72 below power valve mounting surface. [2] Min. vacuum 10 ins. of mercury at 500 rpm. [3] '61–62, 8.25. [4] Basic part number only. Complete identification by prefix and suffix on tag attached to air horn. [5] Dry setting, 1 in. from bottom of float to air horn w/air horn inverted; '65 dry setting, rubber float 1 in.± .031, metal float 1.094± .031, from gasket surface of upper body to top of float, body inverted. [6] Lbs. tension for used belt; '65, 90–110. [7] '63–'64, 9. [8] '64, .75± .03 wet setting (in inches) below top machined surface of main body; '65 wet setting .875; w/4v carb., wet .906(P&S), dry .453(P&S). [9] '63–'64, Man.													
Fairlane 6 Cyl.	62	Hol	SB	1909	.312± .016[1]	—	Man	Dry	4–5	No	12–15	174	.5	8
Fairlane V8s	62	Ford	Du	—	.656± .016[2]	—	Aut	Dry	4.5–5.5	No	12–15	174	.5	12
Fairlane (All 6 Cyl.)	63–65	Ford	SB	9510[5]	.625± .015[3]	—	Aut	Dry	3.5–5.5	No	12.15	160	60–90[4]	8[7]
Fairlane (All V8s)	63–65	Ford	Du	9510[5]	.625± .015[2, 6]	—	Aut	Dry	4–6	No	12.15	160	80–110[4]	12
	[1] From top of float to air horn, w/air horn inverted. [2] Dry setting from machined surface of main body to top of free end of float, with float in up position; '65 wet setting .875 in.; w/4v carb., wet .906(P&S), dry .453(P&S). [3] Below top surface of main body; '64, drysetting 1 in. from bottom of float to surface of body (body inverted); '65 dry setting, rubber float 1 in.± .031, metal float 1.094± .031, from gasket surface of upper body to top of float, body inverted. [4] Lbs. tension for used belt; '65, 90–110. [5] Basic part no. only. Complete identification by prefix and suffix on tag attached to air horn. [6] For C40F-9510-A&B, .5± .015. [7] '63–'64, 9.													
Mustang (200 6 Cyl.)	65	Ford	SB	9510	1± .031 dry[1]	—	Aut	Dry	4–6	—	12–15	160	90–110	8
Mustang (289 V8)	65	Ford	Du	9510	.875 wet[2]	—	Aut	Dry	6	12–15	12–15	160	90–110	12
	[1] Rubber float; metal float 1.094± .031, from gasket surface of upper body to top of float, body inverted. [2] W/4v carb., wet .906(P&S), dry .453(P&S).													
223 6 Cyl.	59–62	Hol	SB	—	.188–.218	—	Man	Dry	3.5–5.5	Yes	12–15	177[13]	.25[12]	13.5
292 V8	59–61	Hol	Du	—	.435–.465[8]	—	Aut	Dry	4–6	Yes	12–15	177	.5	17
332, 352 V8s	59–61	Hol	Du	—	.875[9]	—	Aut	Dry	4–6	Yes	12–15	177	.375[12]	17
361 V8	59	Hol	4B	—	.75(P)/.5(S)	—	Aut	Dry	4–6	Yes	15	177	.375	17
390 V8	61	Hol	4B	—	.875[9]	—	Aut	Dry	4–6	Yes	12–15	177	.5	16.5
292, 352, 390 V8s	62	Ford	Du	—	.656± .018[8]	—	Aut	Dry	4–6	Yes	12–15	185	.5	16.5
223 6 Cyl.	63–64	Ford	SB	9510[1]	1.000[6]	—	Man	Dry	3.5–5.5	No	12–15	185	60–90[4]	9
352, 390 V8s	63–64	Ford	Du	9510[1]	.625± .016[8]	—	Aut	Dry	4.5–6.5	No	12–15	185	80–110[4]	18
406 V8	63	Hol	4B	C1AE-9510-AM	[11]	—	Aut	Dry	4.5–6.5	No	12–15	185	80–110[4]	18
289 V8 (U.S. prod'n.)	64	Ford	Du	9510[1]	.625± .016[8]	—	Aut	Dry	4–6	No	12–15	185	80–110[4]	12.5
352, 390, 427 V8s (4 bbl.)	64	Ford	4B	9510[1]	.656± .016[8]	—	Aut	Dry	4.5–6.5	No	12–15	185	80–110[4]	18
240 6 Cyl.	65	Ford	SB	C5AF-9510	Metal float 1.094[2]	—	Aut	Dry	4–6	—	12–15	160	90–110	13.5
352, 390 V8	65	Ford	2B[5]	C5AF-9510	.625± .016[3]	—	Aut	Dry	4.5–6.5	—	12–15	160	90–110	18
	[1] Basic part no. only. Complete identification by prefix and suffix on tag attached to air horn. [2] Rubber float, 1.0 from bottom of float to surface of body, inverted. [3] Wet setting .875± .031; 390 V8, .469± .016P/.453± .016S, wet setting .875± .031P/.906± .031S. [4] Lbs. tension for used belt [5] 390 V8, 4B carb. [6] From bottom of float to air horn machined surface—with air horn inverted. [8] Initial setting only—from machined surface of main body to top of free end of float, float uppermost. [9] Initial setting only—between floor of bowl and bottom of float. bowl inverted. [11] Fuel level should be within 1/16 in. of lower edge of sight plug hole in float chamber wall. [12] '61–62 .5.													
FORD (British)														
All L-head Engines	59	Zen	SB	B26ZIC–2[1]	012[2]	.59± .	—	Man	OB	1.25–2	No	4	170	.5	3.25
Consul, Consul 375	59–61	Zen	SB	—			—	Man	OB	2–3.5	Yes	7	170	.5	9
Zephyr, Zodiac	59–61	Zen	SB	—			—	Man	OB	2–5.3	Yes	7	170	.5	11
Anglia, Consul (60 & 82 cu. in. eng.)	60–65	Zen	SB	32VN	—		—	Man	OB	1.25–2	No	7[4]	170	.5	5.1[5]
Anglia, Cortina (73 cu. in. eng.)	63–65	Sol	SB	30PSEI	—		—	Man	OB	1–2	No	7	180	.5	5.25
	[1] Early models, 26ZIC. [2] Fuel level below top face of float chamber; '59–61 OHV, .875. [4] Prefect 4. [5] Consul 315 & Capri, 6.													

FORD (German)															
Taunus 12M	59-61	Sol	SB	32PICB	—	—	Man	OB	2.3-2.8	No	—	181	.79	6.0
Taunus 17M	59-61	Sol	SB	32PICB	—	—	Man	Dry	2.3-2.8	No	—	174	.79	7.25
HILLMAN															
Minx II, III, IIIA, 11 IB, Husky II	59-61	Zen	SB	30VM8[4]	—	—	Man	OB[1]	1.5-2.5	No	4[5]	8	.5	7
Minx IIIC, Super Minx Mk I	62-63	Zen	SB	30VN[6]	.875[2]	—	Man	Dry	1.5-2.5	No	7	8	.5	7[7]
Minx V, Super Minx II, Husky III	64-65	Sol	SB	33PSEI	—	—	Man	Dry	1.5-2.5	No	9	8	.5	6.25
[1] IIIB, dry. [2] Mk I fuel level below top of float chamber. [4] IIIA, IIIB, Husky II, 30VIG. [5] Series II, 7. [6] Super Minx, 32VN. [7] IIIC; Mk I, 6.25. [8] Bellows type 170, pellet type 186, winter use 186-190 pellet type.															
HUMBER															
Super Snipe I	59	ZS	SB	D1V42	.75	—	Man	OB	2-3.5	No	7	170	.5	13
Super Snipe II, III, IV	60-64	Zen	SB	42WIA	.75[1]	—	Man	OB[2]	2-3.5	No	13[3]	190[3]	.5	13
Super Snipe V, Imperial	65	ZS	2xSB	175CD	.575[4]	—	Man	Dry	2-3.5	No	13	190	.5	13
[1] Fuel level below top of float chamber. [2] Series III, IV, dry. [3] Series II, 7 lb., 170 deg., winter 190. [4] Highest face on float to main body face, carb. inverted.															
IMPERIAL															
MY1	59	Car	4B	AFB-2797S	.281	.719± .06	Aut	Dry	6-6.5	No	14	156	.5	14.25
PY1, RY1, SY1, TY1, VY1, AY1	60-65	Car	4B	AFB-2927S[1]	.219± .015	.719± .06[2]	Aut	Dry	4-5.5	None	14	180	.5	14.5[3]
[1] RY1, SY1, AFB-3108S; TY1, AFB-3256S; VY1, AFB-3644S, AY1, AFB3871S. [2] PY1, only; TY1, .75. [3] RY1, SY1, 14.1, AY1, 14.2.															
JAGUAR															
Mk VIII, Mk IX	59-61	SU	2xSB	H-6	.4375[1]	—	Aut	OW[3]	—	No	4	158	.5	11.0
2.4	59	Sol	2xSB	B32PB1-5/S	—	—	Man	OB	—	No	4	158	.5	11.0
XK150, XK150S, XK "E" type	59-64	SU	2xSB[4]	HD-6[4]	.4375[1]	—	Aut[8]	OW[5]	2.5-3[6]	No	4[7]	158	.5[9]	11.5[10]
3.4, 3.8 Mk 2	59-64	SU	2xSB	HD-6	.4375[1]	—	Aut	OB[3]	2-2.5	No	4	158	.5	11.0
Mk X	62-64	SU	2[11]	HD-8	1, [12]	—	Aut	Dry	2.5-3[6]	—	9	158	[9]	12.25
3.8 S-type	64	SU	2SB	HD-6	[12]	—	Auto	Dry	2-2.5	—	7	158	[9]	11
4.2 Sedan & XKE	65	SU	3SB	HD8	1	—	Auto[8]	Dry	2.75max[6]	—	7	165	[9]	12.25[10]
3.8 "S" & Mk. II	65	SU	2SB	HD6	1	—	Auto	Dry	2.75max	—	4	165	[9]	11
[1] Check w/7/16 dia. bar inserted between float lever and lid. [3] Paper element filter used after following chassis numbers; 3.4, 175705; 3.8, 212861; Mk IX, 792857. [4] XK150S and XK "E" type 3xSB, HD-8. [5] "E" type, dry (paper element). [6] "E" type, Lucas electric in fuel tank. [7] "E" type, electrically-driven, thermostatically-controlled 2-bladed fan. [8] "E" type, manual. [9] Automatic tensioning by spring locked jockey pulley. [10] XK "E", 16 qt. [11] '63'64 3SB. [12] '63-'64, .4375 or 1/16 below top of jet.															
KAISER-JEEP															
6 226	59-64	Car	SB[2]	2467S[2]	.281	1.25	Man[2]	OB	3.5-5.5	No	9[3]	165	.5	9.6
4-63	59-64	Car	SB	2392S	.281	—	Man	Dry[6]	2.5-3.75	No	7	165	.5	9.6
4-75	59-65	Car	SB	938SC	.3125	—	Man	OB	2.5-3.75	No	7	165	.5	9.6
6-230 OHC (2 bbl. carb.)	62-65	Hol	Du	2300[8]	± .062[4]	—	Man[7]	Dry[6]	3.5-5.5	No	13	[5]	.5	12
6-230 OHC (1 bbl. carb.)	64-65	Hol	SB	1920	.75	—	Man[7]	OB	3.5-5.5	—	13	[5]	.5	12
V8 327	65	Hol	2B	2209	.625[1]	—	Auto	OB	3.5-5.5	—	14	195	—	15.8
[1] From fuel level to top of bowl. [2] Early models, dual-throat 2052SA, auto. choke. [3] Early models, 7. [4] To bottom line of check plug port. [5] 165 or 180 deg. [6] OB optional [7] Or automatic. [8] Early models 2415 & 2640 w/auto. choke.															
LAND ROVER															
2 litre	59	Sol	SB	32PBI-2	.625± .125	—	Man	OB	2	No	3.2-4.2	171	.19-.25	8.5
2¼ litre	59-65	Sol	SB	40PAIO-5	.625± .125[1]		Man	OB	1.5-2.25	No	9	168[2]	.5	9.25
Diesel	59-65	CAV		Injection pump			—	OB	5-8	No	9	168[2]	.5	9
[1] Below float chamber joint face. [2] Summer; winter 185 (gas 175 (diesel).															
LINCOLN CONTINENTAL															
430 V8	59	Hol	4B	—	.188-.218[5]	—	Aut	Dry	4.5-6.5	Yes	15	177	.375	20
430 V8	60-62	Car	Du	ABD-2965-S	[6]	—	Aut	Dry	4.5-6.5	No	14[1]	177	.5	18.5[8]
430 V8	63-65	Car	4B	AFB-9510	.188± .016[3]	.719± .016[2]	Aut	Dry	4.5-6.5	No	12-15	160	90-110[7]	18.5
[1] '61-62, 12-15. [2] Clearance as in note 3 but with air horn upright. [3] Clearance between free end of float and air horn gasket w/air horn inverted. [5] Initial setting only—from roof of float chamber to lowest point of float, carb. inverted. [6] Dry setting, .234-.265 from top surface of main body to top of free end of float in uppermost position. [7] Lbs. tension of used front belt, rear 85-115.															

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches. Aut—Automatic. Bos—Bosch. Car—Carter. Du—Dual. 4B—Four barrel. Hol—Holley. Man—Manual. OB—Oil bath. OW—Oil wetted. P—Primary. PF—Plastic foam. Roch—Rochester. S—Secondary. SB—Single barrel. Sol—Solex. Strom—Stromberg. Web—Weber. Zen—Zenith. ZS—Zenith-Stromberg.

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CONTENTS:	QTY.	PART NO.	QTY.	PART NO.	QTY.	PART NO.
	25'	H-47-6"	3	24706D774	2	24706DY05
	1	24706D404	1	24706D775	2	24706DY06
	2	24706D406	2	24706D776	1	1550
	1	24706D444	2	24706DE04	2	1553
	2	24706D446	1	24706DE05	2	1554
	2	24706D484	3	24706DE06		
	2	24706D486	3	24706DY04		

SIZE: 16" wide, 16¼" deep, 3¼" high



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MASTER BARBLINER contains both ¼'' and ⅜'' BARB-TITE Hose and Ends

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	20'	H-101-¼"	2	10004-405	5	10006-104
	20'	H-101-⅜"	2	10004-A03	2	10006-106
	5	10004-102	2	10004-A04	2	10006-306
SIZE:	2	10004-104	5	10004-A05	5	10006-406
15¼" wide,	2	10004-304	2	10004-B03	5	10006-A06
12¼" deep,	2	10004-305	5	10004-B04	5	10006-B06
7¾" high	2	10004-404	5	10004-B05		



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FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL									COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
MERCEDES-BENZ														
180	59	Sol	SB	32PICB	—	—	Man	Dry	2.2-3	No	4.7	173	.3	7.9
190	59-63	Sol	Du	32PAITA	.748-.827[1]	—	Man	Dry	2.2-3	No	14.7[1]	173	.3	8.8
219	59-63	Sol	Du	32PAA1I	.5-.6[1]	—	Man	Dry	2.2-3	No	14.7	173	.3	8.8
220S	59	Sol	Du	32PAATI	.5-.6[1]	—	Man	Dry	3.5-4.3	No	14.7	165	.3	9.9
300	59-61	Bos		Fuel injection (gasoline)			Aut	OB	24-34[2]	No	—	—	.3	17.6
300SL, 300d	59-62	Bos		Fuel injection (gasoline)			Aut	OW[4]	24-34[2]	No	11.4	174	.3	13.6[5]
180b	60-61	Sol	SB	34PICB	.630-.709[1]	—	Man	Dry	—	No	—	174	.3	7.9
180Db	60-61	Bos		Fuel injection (diesel)			—	OB	14.7-29[2]	No	6	174	.3	7.9
190b, 220S	60-65	Sol	Du	32PAITA	.748-.827[1]	—	Man	Dry	2.2-3	No	14.7	174	.3	8.2[7]
190Db, 190Dc, 180Dc	60-65	Bos		Fuel injection (diesel)			—	OB	14.7-29[2]	No	—	174	.3	8.2
220b	60-65	Sol	2xSB	34PICB	.630-.709[1]	—	Man	Dry[3]	—	No	—	174	.3	9.9
220Sb	60-65	Sol	2xSB	34PAITA	.748-.827[1]	—	Man	Dry[3]	—	No	—	174	.3	9.9
220SEb, 300SE, 230SL	60-65	Bos		Fuel injection (gasoline)			Aut	Dry[3]	7-19[2]	No	14.2	174	.3	9.9[6]
180[8], 180C[8], 190C	62-65	Sol	SB	34PICB	.629-.708	—	Man	Dry	2.2-3	No	14.22	173	.3	8.8
190SL	62-65	Sol	Du	2x44PHH	—	—	Man	Dry	2.2-3	No	14.22	173	.3	8.2

[1] Fuel level. [2] Fuel feed pump at injection pump. [3] Or oil bath. [4] 300d, dry. [5] 300d, 17.6. [6] 300SE, 14.8. [7] 220S, 9.9.
[8] To '63 only.

MERCURY (MONARCH to '61)														
Comet, All	60-62	Holley	SB	1909	[1]	—	Aut	Dry	3.5-5.5	Yes[2]	13-15	177	.5	8.5[3]
Comet (170, 200 6 Cyl.)	63-65	Ford	SB	9510[4]	[5]	—	Man[7]	Dry	3.5-5.5	No	12-15	160	60-90[6]	8[9]
Comet (260, 289 V8s)	64-65	Ford	Du	9510[4]	.75± .03[8]	—	Aut	Dry	4-6	No	12-15	160	80-110[6]	12

[1] Dry setting, .160-.191 ins from roof of float chamber to lowest point of float, carb. inverted. Fuel level setting, .72 below power valve mounting surface.
[2] Min. vacuum 10 ins. of mercury at 500 rpm. [3] '61-'62 models, 8.25. [4] Basic part no. only. Complete identification by prefix and suffix on tag attached to air horn. [5] Dry setting, 1 in. from bottom of float to air horn w/air horn inverted; '65 dry setting, rubber float 1 in.± .031, metal float 1.094± .031, from gasket surface of upper body to top of float, body inverted. [6] Lbs. tension for used belt; '65, 90-110. [7] '64-'65, auto choke.
[8] Wet setting (in inches) below top machined surface of (170, 200 C cyl.) main body; '65 wet setting .875; w/4v carb., wet .906(P&S), dry .453(P&S

Meteor 6 Cyl.	62	Hol	SB	1909	.312± .016[1]	—	Man	Dry	4-5	No	12-15	174	.5	8
Meteor V8s	62	Ford	Du	—	.656± .016[2]	—	Aut	Dry	4.5-5.5	No	12-15	174	.5	12
Meteor 6 Cyl.	63	Ford	SB	C30F-9510A&B	.625± .015[3]	—	Man[7]	Dry	3.5-5.5	No	12-15	185	60-90[4]	8
Meteor 221, 260 V8s	63	Ford	Du	C30F-9510[5]	.625± .015[3, 6]	—	Aut	Dry	4-6	No	12-15	185	80-110[4]	12
Meteor 223 6 Cyl.	64	Ford	SB	9510[9]	1.000± .016[10]	—	Aut	Dry	4-6	No	12-15	185	80-110[4]	12.5
Meteor 352, 390 V8s	64	Ford	Du[8]	9510[9]	.625± .016[8]	—	Aut	Dry	4.5-6.5	No	12-15	185	80-110[4]	18
Meteor 240 6 Cyl.	65	Ford	SB	C5AF-9510	Metal float 1.094[11]	—	Aut	Dry	4-6	—	12-15	160	90-110	13.5
Meteor 352, 390 V8	65	Ford	2B[13]	C5AF-9510	.625± .016[12]	—	Aut	Dry	4.5-6.5	—	12-15	160	90-110	13.5

[1] From top of float to air horn, w/air horn inverted. [2] Dry setting from machined surface of main body to top of free end of float, with float in up position.
[3] Below top surface of main body. [4] Lbs. tension for used belt. [5] Suffix C&D (221 V8), E&F (260 V8). [6] Suffix E&F, .328± .015.
[7] Automatic on 170 engine. [8] Or 4 bbl., floor height .656± .016. [9] Basic part no. only. Complete identification by prefix and suffix on air horn tag.
[10] From bottom of float to air horn machined surface—with air horn inverted. [11] Rubber float, 1.0 from bottom of float to surface of body, inverted.
[12] Wet setting .875± .031; 390 V8, .469± .016P/.453± .016S, wet setting .875± .031P/.906± .031S. [13] 390 V8, 4B carb.

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches. Aut—Automatic. Bos—Bosch. Car—Carter. Du—Dual. 4B—Four barrel. Hol—Holley. Man—Manual. OB—Oil bath. OW—Oil wetted. P—Primary. PF—Plastic foam. Roch—Rochester. S—Secondary. SB—Single barrel. Sol—Solex. Strom—Stromberg. Web—Weber. Zen—Zenith. ZS—Zenith-Stromberg.

FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL									COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap (Incl. Heater) Qts.
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
MERCURY (MONARCH to '61)—Continued														
383 V8	59	Hol	Du	—	.875[4]	—	Aut	Dry	4.5-6.5	Yes	15	177	.375	18.5
430 V8	59	Hol	4B	—	.687(P)/.562(S)[4]	—	Aut	Dry	4.5-6.5	Yes	15	177	.375	18.5
Mercury 383 V8 (Imported)	60	Ford	Du	—	[6]	—	Aut	Dry	4.5-6.5	No	14	177	.5	18.5
Mercury 430 V8 (Imported)	60	Car	Du	—	.234-.265[1]	—	Aut	Dry	4.5-6.5	No	14	177	.5	18.5
383, 430 V8s (Canadian)	60	Hol	Du	—	[8]	—	Aut	Dry	4.5-6.5	No	14	177	.5	18.5
292 V8	61	Hol	Du	—	.435-.465[1]	—	Aut	Dry	4-6	Yes	12-15	177	.5	16.5
352, 390 V8s	61	Hol	Du[10]	—	.875[8, 9]	—	Aut	Dry	4-6	Yes	12-15	177	.5	16.5
223 (6 Cyl.)	62	Hol	SB	—	.188-.218	—	Man	Dry	3.5-5.5	Yes	12-15	185	.5	13.5
292, 352 390 V8s	62	Ford	Du[11]	—	.656± .018[1]	—	Aut	Dry	4.5-5.5	Yes	12-15	185	.5	16.5
223 6 Cyl.	63	Ford	SB	C3AZ-9510A&B	1.000[1]	—	Man	Dry	3.5-5.5	No	12-15	185	60-120[2]	14.3
352, 390 V8s	63-64	Ford	Du[10]	9510[3]	.625± .016[1, 10]	—	Aut	Dry	4.5-6.5	No	12-15	185	80-110[2]	17.8
406 V8	63	Hol	4B	C1AE-9510-AM	[8]	—	Aut	Dry	4.5-6.5	No	12-15	185	80-110[2]	17.8
352, 390 V8	65	Ford	2B[12]	C5AF-9510	.625± .016[11]	—	Aut	Dry	4.5-6.5	—	12-15	160	90-110	18
METEOR (to 1961)														
223 6 Cyl.	59-61	Hol	SB	—	.188-.218[4]	—	Man	Dry	3.5-5.5	Yes	15[7]	177	.5	13.5
272 V8	59	Hol	Du	—	.8125(P)[6]	—	Aut	Dry	4-6	Yes	15	177	.5	17
332 V8	59	Hol	Du	—	.875[5]	—	Aut	Dry	4-6	Yes	15	177	.375	17
361 V8	59	Hol	4B	—	.75(P)/.5(S)[6]	—	Aut	Dry	4-6	Yes	15	177	.375	17
332, 352 V8s	60-61	Ford[9]	Du[9]	—	.875[5]	—	Aut	Dry	4-6	Yes	13[7]	177	.5	17[2]
390 V8	61	Hol	4B	—	.875[5, 10]	—	Aut	Dry	4-6	Yes	12-15	177	.5	16.5
METROPOLITAN														
1500	59-62	Zen	SB	30-V1G-10	—	—	Man	OB	1.5-2.5	—	3.5-4.5	158[1]	—	6.75
MG														
Magnette Series ZA, ZB	59	SU	2xSB	H2[2]	[1]	—	Man	OB	—	No	4	175	.5	5.25
Series A (1500)	59	SU	2xSB	H4	[1]	—	Man	OW	—	No	4	175	.5	6
Series A Twin Cam	59-61	SU	2xSB	H6	[1]	—	Man	OW	—	No	7	175	.5	7.75
Magnette Series III, IV	59-65	SU	2xSB	HD4	[1]	—	Man	OB	2.5-3	No	4	175	5	6.25
MGA 1600, 1600 Mk II	59-62	SU	2xSB	H4	[1]	—	Man	OW	2.5-3	—	7	167	.5	4
Midget	61-65	SU	2xSB	HS2	[4]	—	Man	Dry[5]	1.5-2.5	No	4[3]	175	5	5
MGB, 1100	63-65	SU	2xSB	HS4[6]	Preset	—	Man	OB	2.5-3	No	4	182	5	5.25[7]
MORRIS														
Minor 1000	59-64	SU	SB	H2	[1]	—	Man	OB	—	No	4	175	.5	5
Oxford Series III, IV, V	59-61	SU	SB	H2	[1]	—	Man	OB	—	No	4	175	.5	7[3]
850, Cooper, Super	60-65	SU	SB	HS2	[2]	—	Man	Dry[4]	—	No	7[4]	163[5]	.5	2.5[4]
Oxford VI, 1100	62-65	SU	SB	HS2	[2]	—	Man	Dry[4]	2.5-3	No	7[4]	175[5]	.5	5.75[4]

[1] Initial setting only—from machined surface of main body to top of free end of float, float uppermost. [2] Lbs. tension for used belt.
[3] Basic part no. only. Complete identification by prefix and suffix on air horn tag. [4] Fuel bowl inverted. [6] Fuel level setting .830-.940 ins. below top surface of main body. [7] Wet setting, .906± .031 in. [8] Fuel level setting, ± 1/16 at lower edge of sight plug opening.
[9] Initial setting only—between floor of bowl and bottom of float, bowl inverted. [10] Or 4 bbl., float height .656± .016.
[11] Wet setting .875± .031; 390 V8, .469± .016P/.453± .016S, wet setting .875± .031P/.906± .031S. [12] 390 V8, 4B carb.

[2] '61, 16.5. [4] Initial setting—from roof of chamber to lowest point of float, carb. inverted. [5] Between bottom of bowl and bottom of float, bowl inverted.
[6] Float setting closed—fuel bowl inverted. [7] '60, 13; '61, 12-15. [9] Or Holley, Du or 4B; in '60; '61, Holley dual.
[10] Fuel level should be within 1/16 in. of bottom of sight plug hole in float chamber wall.

[1] 176-185° rating optional.

[1] Use 3/16 in. test bar. [2] '62, 7. [3] ZB, H4. [4] Use 5/16 in. round test bar under float fork. [5] 1100, HS2. [7] 1100, 3.12.

[1] Use 7/16 in. test bar. [2] Use 5/16 in. diameter test bar [3] Series V, 5.75
[4] '63-'65 OB; rad pressure cap, 4 psi.; 1100 cooling cap., 4.35, Cooper, 3.63. [5] '63-'65, 175-182.

NSU															
All	60-65	Bing	SB	7/26/2[1]	—	—	Man	OB	1.1-2.1	No	—	—	—	—
[1] Also 7/26/7 or 7/26/10.															
OLDSMOBILE															
88	59	Roch	Du	2GC	1.359	1.906	Aut	Dry	5-6	—	13	160	—	17.5
Super 88, 98	59	Roch	4B	4GC	1.67(P)/1.73(S)	2.25	Aut	Dry	5-6	—	13	160	—	17.5
88	60-63	Roch	Du	2GC	.6875[6]	1.906[6]	Aut	Dry[4]	5-6	Yes	15[5]	170	—	17.5[2]
Super 88, 98	60-63	Roch	4B	4GC	.281(P).375(S)[3]	1.5(P)1.312(S)	Aut	Dry[4]	5-6	Yes	15[5]	170	—	17.5[2]
F-85 (2 bbl.)	61-63	Roch	Du	2GC	.546[1]	1.906	Aut	OW[7]	4-5.25[8]	—	15	170	—	10
F-85 (4 bbl.)	62-63	Roch	4B	4GC	.281(P).375(S)[3,9]	1.5(P)1.125(S)[9]	Aut	Dry	4-5.25[8]	—	15	170	—	10
F-85 Jetfire	63	Roch	SB	RC	.375	—	Man	OW	6-8	—	15	170	—	10
F-85 (V6)	64-65	Roch	SB	BC	1.281	1.75	Aut	OWP	5-6	—	15	180	—	9
F-85, Jetstar 88 (330 V8)	64-65	Roch	Du	2GC	.688[11]	1.813[11]	Aut	Dry	7-8.5	—	15	180	—	14.25
88, Super 88, Starfire, 98	64	Roch	4B	4GC[10]	1.47(P)/1.38(S)[10]	1.5(P)/1.188(S)[10]	Aut	Dry	5-6	—	15	180	—	16.25
F-85 (400 V8)	65	Roch	4B	4GC	1.468(P&S)	1.25(P&S)	Aut	Dry	7.75-9	—	15	180	—	14.25
Dynamic 88, Delta 88, 98[14]	65	Roch	4B	4GC[12]	.75P/.375S[13]	1.093P/1.125S	Aut	Dry	7-8.5	—	15	180	—	14.5
[1] '63, .781. [2] '61, 16.75; '62-'63, 17. [3] Toe sec., heel sec. 1.375. [4] U.S. Prod'n. aluminum mesh type. [5] '60 13. [6] '62-'63, .50; .8125. [7] '62-'63, dry. [8] '63, 6-8. [9] '63, 1.4375(P)-1.375(S). 1.375(P)-1.125(S). [10] Dynamic 88 w/2GC carb., height .594, drop 1.813. [11] '65, .75, 1.875. [12] Dynamic 88, Delta 88 w/2GC carb., height .750, drop 1.875. [13] Toe setting; heel prim. 1.468, sec. 1.375. [14] Also Jetstar I, Starfire.															
PANHARD															
PL17, PL17 Tiger	60-64	Zen	SB[3]	36WIM[3]	.671	—	Man	—	1-1.3[2]	No	—	—	—	—
[1] Fuel level below float chamber joint. [2] Guiot pump; S.E.V. pump, 1.9-2.3 psi. [3] Tiger, 38NDIX, two-barrel.															
PEUGEOT															
403, 403 B7	59-65	Sol[1]	SB	32PBICc	—	—	Man	OW[3]	3.12	—	—	[2]	—	8
404	61-65	Sol	SB	32PBICA	—	—	Man	OW[3]	3.12	—	4	[2]	—	6.88
[1] Or Zenith 34WI. [2] Pump fitted with electro-magnetic self-disengaging cooling fan, engages fan at 186° F., disengages at 174° F. [3] '64-'65, OB.															
PLYMOUTH															
LP1, MP1 (251 6 Cyl.)	59	Car	SB	BBS-2567S	.219	—	Aut	Dry	4.5-6	No	14	155	.5	10.8
LP2, MP2 (313 V8)	59	Car	Du	BBD-2867S	.219	—	Aut	Dry	6-6.5	No	14	156	.5	15.4
225 6 Cyl.	60-65	Car	SB	BBS-2985S[4]	.219[7]	—	Aut	Dry	6-7[5]	No	14	180	.5	12
313, 318 V8	60-65	Car	Du	BBD-2921S[10]	.281[7]	—	Aut	Dry	6-7[5]	No	14	180	.5	17.5
361 V8	60-62	Car	4B	AFB-2926S[6]	.219± .015[6]	.719± .06[8]	Aut	Dry	6-7[5]	No	14	180	.5	14.3
383 V8	63-65	Car	4B	AFB-3520S[2]	.219	.75	Aut	Dry	4-5.5[8]	No	14	180	.5	14.2
413 V8	65	Car	4B	AFB-3859S[9]	.219	.75	Aut	Dry	4-5.5	No	14	180	.5	14
[1] Not built or sold in Canada. [2] '64, AFB-3611S (std. trans.), AFB-3612S (auto.), '65, AFB-3855S, auto. AFB-3856S. [3] TP2-P, 3.5-5. [4] '61, BBS-3089S; '62, BBS-3231S, auto. trans. BBS-3232S; '63, BBS-3466S & BBS-3468S; '64, BBS-3679S & BBS-3680S, '65, BBS-3839S, auto. BBS-3840S. [5] '61, 4-5; '62, 4-5.5; '64, 313 V8, 6-7.5. [6] '61, AFB-3104S, float level .312; '62, AFB-3309S, float level .218. [7] '64s, .250. [8] Except '61. [9] Auto., AFB-3860S. [10] '62, BBD-3240S and BBD-3241S (aut. trans.); '63, BBD-3472S & BBD-3473S (auto. trans.); '64, BBD-3682S & 3683S, '65, BBD-3847S, auto. BBD-3848S.															
PONTIAC															
(Canadian Prod'n.)															
7000 (6 Cyl.)	59-60	Roch	SB	BC	1.281	1.75	Aut	OB	3.5-4.2	—	13	170	.375	15
7000, 75000 (283 V8)	59-65	Roch	Du	2GC[20]	1.359	1.906	Aut	Dry[1]	5.2-6.5	—	13	170[2]	.75[27]	15.5[21]
7000 (283 & 348, Std. Trans.)[15]	59-60	Roch	4B	4GC	1.67(P)/1.73(S)	2.25	Aut	Dry	5.2-6.5	—	13	170	.75[12]	15.5[13]
7000 (283 & 348, Std. Trans.)	59-60	Car	4B	WCFB	.125(P)/1.57(S)	2.0	Aut	Dry	5.2-6.5	—	13	170	.75[12]	15.5[12]
7000 (348 V8, 3x2B carbs.)	59-61	Roch	3x2B	2GC	1.844[14]	1.906	Aut	Dry	5.2-6.5	—	13	170	.812	18.25
7000 (6 Cyl.)	61	Car	SB	3114S	.281	—	Aut	OB	3.5-4.2	—	13	170	.375	14
7000 (283 V8, Auto. Trans.)	61	Roch	4B	4GC	1.52(P)/1.57(S)	2.25	Aut	Dry	5.2-6.5	—	13	170	.75	15.25
7000 (283 V8, Std. Trans.)	61	Car	4B	3059S	.125(P)/.25(S)	.625(P)/.75(S)	Aut	Dry	5.2-6.5	—	13	170	.75	15.5
7000 (348 V8)	61	Car	4B	3060-1S	.156(P)/.281(S)	.625(P)/.75(S)	Aut	Dry	5.2-6.5	—	13	170	.81	18.5
7000, 75000 (6 Cyl.)	62-65	Roch	SB	BC[22]	1.281	1.75	Aut	Dry[1]	3.5-4.5	—	13	170[2]	[27]	10[3]
7000 (327 V8, Aut. Trans.)	62-63	Roch	4B	4GC	1.515(P)1.58(S)[4]	2.25(P)2.25(S)	Aut	Dry	5.25-6.5	—	13	180	[27]	15.5
7000 (327 V8, Std. Trans.)	62	Car	4B	WCFB-3190S	.218(P).25(S)	.75(P)	Aut	Dry	5.25-6.5	—	13	170	[27]	15.5
7000, 75000, (327 V8, 409 V8)[5]	63-65	Car	4B	AFB	.218(P&S)	.75(P&S)	Aut	Dry[1]	5.25-6.5[17]	—	13	180	[27]	15.5[18]
7000 (409 V8-400 hp.)	63	Roch	4B	4GC	1.5(P)/1.453(S)[31]	1.968(P)1.859(S)	—	Dry	7.25-8.5	—	—	180	[27]	18.25

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches. Aut—Automatic. Bos—Bosch. Car—Carter. Du—Dual. 4B—Four barrel. Hol—Holley. Man—Manual. OB—Oil bath. OW—Oil wetted. P—Primary. PF—Plastic foam. Roch—Rochester. S—Secondary. SB—Single barrel. Sol—Solex. Strom—Stromberg. Web—Weber. Zen—Zenith. ZS—Zenith-Stromberg.

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FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL								COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating‡	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts.
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
PONTIAC—Continued														
7000 (409 V8-425 hp.)	63–64	Car	2x4B	AFB-3361S[19]	.218(P&S)	.75(P&S)	—	Dry	7.25–8.5	—	13	180	[27]	18.25
7000, 75000, (327 V8-250 hp.)	64–65	Roch[28]	4B	4GC	1.515(P)/1.593(S)	2.25(P&S)	Aut	Dry[1]	5.25–6.5	—	13	180	[27]	15.5[18]
7000, 75000 (409 V8-340 hp.)	64–65	Roch	4B	4GC	1.5(P)/1.313(S)[29]	1.5(P)/1.125(S)	Aut	Dry[1]	5.25–6.5	—	13	180	[27]	18.25
(U.S. Prod'n.)														
21, 23, 24, 27, 28 (389 V8)	59	Roch	Du	2GC	.687± .031	1.906	Aut	OB	5.2–6.5	—	13	170	.25	18.75
21, 23, 24, 27, 28 (389 V8)	59–60	Car	4B	AFB	.328± .031	.719± .031	Aut	OB[13]	5.2–6.5	—	13	170	.25	18.75
21, 23, 24, 27 (389 V8)	60	Roch	Du	2GC	.624± .062[18]	1.75	Aut	OB[17]	5.2–6.5	—	13	170	—	18.75
21, 23, 24, 25, 26, 27, 28 (389 V8)[1]	60–63	Roch	3x2B	2GC	.718± .062[6]	1.75	Aut	OB[17]	5.2–6.5	—	13[22]	170[5]	—	18 75[23]
23, 24, 25, 26, 2700	61–63	Roch	Du	2GC (1⅛ bore)	.625± .062[20]	1.75	Aut	OW	5.25–6.5	—	12–15	170[5]	[19]	16.25
23, 24, 25, 26, 2700 (389, 421 V8s)	61–64	Car	4B	AFB	.328± .031	.719	Aut	OW	5.2–6.5	—	14–17[21]	170[5]	[19]	16.25

[1] '63, OW; '64–'65, OWP. [2] '63–'65, 180. [3] '62, 14. [4] '63, 1.515(P&S). [5] 327 V8 (300 hp.), 409 V8 (400 hp.). [12] 348 engine, .812.
[13] 348 engine, 18.25. [14] '59 centre carb.; '59 and '60 front and rear carbs., 1.422; '60 and '61 centre carb., 1.312, '61 front and rear carbs.. 1.390.
[15] Also some '60 models with 348 V8, auto. trans. [17] W/409 V8, 7.25–8.5. [18] '63–'64 w/409 V8, 18.25; '65 w/250 hp. 13.25, w/300 hp. 15, w/400 hp. 18.25.
[19] Also 3362S. [20] '64–'65, 2 GV. [21] '64–'65, 14.25. [22] '64, BV. [27] Strand tension gauge reading, 75 lbs. [28] W/Car. 4 bbl. WCFB, height .218(P)/.25(S), drop .75(P&S). [29] '64 heel; '64 toe .813(P)/.5(S); '65 toe .781(P)/.656(S). [31] W/Std. Trans.: W/AT, 1.718(P)1.859(S).

23, 26, 28, 29	63–64	Roch	Du	2GC (1⅞ bore)	.6875± .062[7]	1.75	Aut	OW	5.2–6.7	—	14–17	180	—	16.25
389, 421 V8	65	Roch	2B	2GC	.625[2]	1.75	Aut	OW[4]	5.25–6.75	—	14–17	180	—	16.25
389, 421 V8 (4 bbl. carb.)	65	Car	4B	AFB	.375± .031[3]	1.75	Aut	OW	5.25–675	—	14–17	180	—	16.25

[1] Also 421 eng. [2] W/3x2 bbl. carb., front .625± .062; centre & rear .718± .062. [3] W/389 & auto. trans., .313± .031. [4] W/3x2 bbl. carb., Dry.
[5] '62-'63, 180. [6] '63, .406 [7] 23, 26 w/auto. trans., height .625± .0625; w/Roch. 3 x 2 bbl. 2GC (centre) 2GV (front and rear), height .656, cleaner dry.
[17] Or dry type. [18] All std. trans. and some auto. trans.. .6875± .062. [19] 5–6 lb. tension at .25 in. deflection (Tempest V8, 6–7 lb.).
[20] W/auto. trans.; std. trans., .6875± .062. [21] W/std. trans.; auto. trans., 12–15; '62-'63, 15.
[22] '61 (w/auto. trans.) 12–15; std. trans., 14–17; '62, 15, '63, 14–17. [23] '61-'63, 16.25.

Tempest (4 Cyl.)	61–63	Roch	SB[3]	B or BC[3]	1.281[3]	1.75[3]	Aut[2]	OW	4–5.25	—	13[4]	170[5]	[19]	10.5
Tempest (V8)	61–62	Roch	Du	2GC	1.265	1.906	Aut	OW	4–5.25	—	15	170	[19]	10.5
Tempest (V8)	62	Roch	4B	4GC	.140(P)1.375(S)	1.56(P)1.281(S)	Aut	OW	4–5.25	—	15	180	[19]	10.5
Tempest (326 V8)	63–65	Roch	Du	2GC	.625± .062	1.75	Aut	OW	5.2–6.7	—	14–17	180	—	17
Tempest (326 V8, 4 bbl., GTO 389)	63–65	Car	4B	AFB	.328± .031[9]	.406[9]	Aut	OW	5.2–6.7	—	14–17	180	—	17
Tempest 6 Cyl.	64–65	Roch	SB	BV	1.281± .031	1.75	Aut	OWP	3.5–4.5	—	15	180	—	9.25
Tempest GTO 389 (3x2 bbl. carb.)	65	Roch	2B	2GC	.625± .062[6]	1.75	Aut	OWP	5.2–6.7	—	14–17	180	—	17

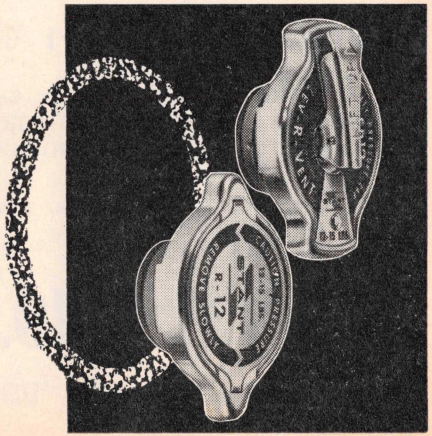
[2] Manual with std. trans. [3] Or 4 bbl. 4GC, float level 1.328. [4] '62, 15 psi. [5] '62-'63, 180. [6] Front; centre & rear .718± .062.
[9] '64–'65 w/auto. trans., height .312± .031; man. trans., height .375± .031, drop .718. [19] 5–6 lb. tension at .25 in. deflection (Tempest V8, 6–7 lb.).

PORSCHE

356A, 356B, 356C	59–65	Zen	2xSB	32NDIX	.728± .04	—	—	Dry	—	No	—	—	.7	—
911	65	Sol	6xSB	40BI	—	—	None	Dry	[1]	None	—	—	.7	—

[1] 1 electric & 1 mechanical fuel pump.

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches. Aut—Automatic. Bos—Bosch. Car—Carter. Du—Dual.
4B—Four barrel. Hol—Holley. Man—Manual. OB—Oil bath. OW—Oil wetted. P—Primary. PF—Plastic foam. Roch—Rochester. S—Secondary.
SB—Single barrel. Sol—Solex. Strom—Stromberg. Web—Weber. Zen—Zenith. ZS—Zenith-Stromberg.



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FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL									COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts.
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
RAMBLER														
American (L-head)	59–65	Car	SB	YF–2014–S[10]	.5	—	Aut	Dry[1]	4–5.5	Yes	13	177[7]	—	10.0[8]
10 Series, American Custom	59–61	Hol[3]	SB[3]	1904–FC[3]	—	.219	Aut	Dry[1]	4–5.5	Yes	13	177[7]	—	9.2[6]
Rebel 20, Ambassador 80 (V8)	59	Hol	4B	4150C[2]	—	—	Aut	Dry	4–5.5	Yes	13	177	—	17.5[5]
All standard V8s	60–61	Hol	Du	2040	—	—	Aut	Dry	4–5.5	Yes	13	177	—	16.8[4]
All optional V8s	60–61	Hol	4B	4150	—	—	Aut	Dry	4–5.5	Yes	13	177	—	16.8[4]
Classic & American (OHV 6 Cyl.)	62–65	Car	SB	AS–3206S[11]	.156[11]	—	Aut	Dry	4–5.5	Yes	14	192	—	10.5[12]
Ambassador & Classic 287 V8	62–65	Hol	Du	2300[13]	9,[13]	—	Aut	Dry	4–5.5	Yes	14	192	—	15.8
Ambassador (232-6 Cyl.)[15]	65	Car	2B	WCD-3888S	.125	—	Aut	Dry	4–5.5	Yes	14	192	—	8.7
Ambassador (327 V8)	65	Hol	HB	4150–3044[14]	[9]	—	Aut	Dry	4–5.5	Yes	14	192	—	15.8

[1] OB standard on Amer. Custom, optional on others. [2] First production; 4160 second production.
[3] Carter dual-throat WCD–2587S optional on '60 Series 10. Holley 1908–FC on '61 man. trans. models; Carter AS–3169S with auto. trans.
[4] Rebel V8; Ambassador, 16. [5] Ambassador 16.7. [6] Cast iron engine; aluminum, 8.8. [7] '62-'63, 192. [8] '62, 12, '63, 9.2.
[9] Adjustable needle valve; check wet fuel level at sight plug. [10] '63, RBS-1520; 64, RBS-3708S. [11] '63 .3536S; Du opt. w/138-hp eng.; '64, RBS-3727S; '65, 199 eng., RBS-3766S, 232 eng., RBS-3765S; height (both eng.) .5. [12] '63-'65, 8.7. [13] 4150 Hol 4B opt. w/270 hp. eng.; '65, 2209-2699 man., 2209-2968 auto., height .5. [14] Auto. trans., 4150-3045. [15] Optional on American & Classic.

RENAULT														
Dauph., Gord., Carav., Estafette	59–65	Sol	SB	28IBT[3]	[1]	—	Aut	OB[3]	2–2.5	No	4	180	.39	4
Caravelle S-4, R8	63–65	Zen	SB	34IGT	[1]	—	Aut	Dry	2–7	—	[5]	184	.39	7.25
R4	62–65	Sol	SB	22IDS	[1]	—	Man	Dry	2–5	—	[5]	184	.39	4.25
	[1] Non-adjustable. [2] 59–61 models also have dry type filter. Dry only on Estafette. [3] Caravelle, Gordini, 32PIBT; Estafette, 2BDIT. [5] Sealed System.													
RILEY														
One-Point-Five	59–65	SU	2xSB	H4	[1]	—	Man	OB	—	No	4	175	.5	6.5
2 6	59	SU	2xSB	H4	[1]	—	Man	OB	—	No	4	175	.5	12
4/68	59–61	SU	SB	HD4	[1]	—	Man	OB	—	No	4	175	.5	6
4/72	62–65	SU	2xSB	HD4	[1]	—	Man	OB	2.5–3	No	7[2]	149–180	.5	6.25
	[1] Use 7/16 in. test bar. [2] '63–'65, 4.													
ROVER														
75, 90	59	SU	SB	H	.4375[1]	—	Man	OW	2	No	3.2–4.2	168	.5–.75	12
105	59	SU	2xSB	HD	.4375[1]	—	Man	OW	2	No	3.2–4.2	168	.5–.75	12
3 litre	59–65	SU	SB	HD8	.4375[1]	[2]	Man	OB	2–6	No	4.5–5.5	168	.25	11.25
100	60–64	SU	SB	H6	.4375[1]	[3]	Man	OB	2	No	3.2–4.2	175	.5–.75	10.5
2000	65	SU	SB	HS.6	[4]	—	Man	Dry	2–3	—	4	170	.375	8.5
	[1] Between float chamber spigot and float lever. [2] 5/8 in. test bar under fork. [3] 7/16 in. test bar under fork. [4] 3/16 in. test bar between float lid face and float lever, lid inverted.													
SIMCA														
Aronde, "5"	59–62	Sol	SB	32PBICT	—	—	Man	Dry	2–2.7	No	4	176	—	6.25
Vedette	59–60	ZS	Du	32NDIX	61[1]	—	Man	Dry	1–2 6	No	6 2–7.7	156	—	12 5
1000	63–65	Sol	SB	32PBIC	—	—	Man	Dry	2–2.7	No	4	176	—	4.8
	[1] Fuel level below bowl edge.													
SINGER														
Gazelle Series III	59	Sol	SB	32PB10	—	—	Man	OB	1.5–2.5	No	4	176	.5	7
Gazelle Series IIIA, IIIB	60–61	Sol	2xSB	32PBIS–4	—	—	Man	OB	1.5–2.5	No	4	176	.5	7

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches. Aut—Automatic. Bos—Bosch. Car—Carter. Du—Dual. 4B—Four barrel. Hol—Holley. Man—Manual. OB—Oil bath. OW—Oil wetted. P—Primary. PF—Plastic foam. Roch—Rochester. S—Secondary. SB—Single barrel. Sol—Solex. Strom—Stromberg. Web—Weber. Zen—Zenith. ZS—Zenith-Stromberg.

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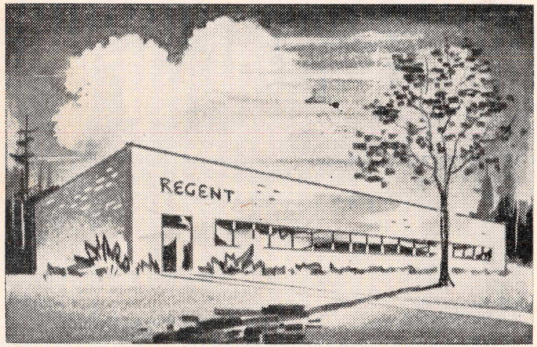
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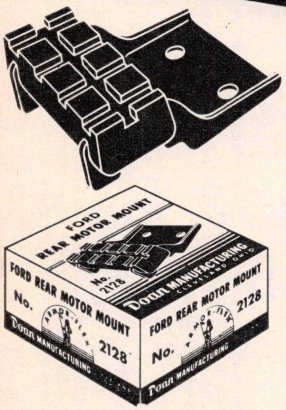
REGENT — AUTOMOTIVE PRODUCTS — BRITANNIA

FUEL AND COOLING SYSTEMS

MAKE & MODEL	YEAR	FUEL									COOLING			
		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment‡	Cooling Cap. (Incl. Heater) Qts
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
SKODA														
All	59–64	Jikov	SB[1]	32SOP[2]	—	—	Man	OW[3]	—	No	—	80	5/8	5.28
1000 MB	65	Jikov	SB	S2BST13	—	—	Aut	OW	—	—	—	176	.625	7
[1] Dual carburetors on '60 and '61 Felicia models and '61 Touring Sport [2] 32SOPB on '61 models, 32SOPC on '63–'64. [3] '61 models, dry														
STANDARD														
Vanguard, Ensign	59–62	Sol	SB	B32B104	—	—	Man	OB	2.5	No	3.2–4.2	175	.5	7
Vanguard Six	61–62	Sol	2xSB	32PIH	—	—	Man	OB	1.25–2.5	No	4	175	.5	6.5
STUDEBAKER														
Lark, Silver Hawk (6 Cyl.)	59	Car	SB	2876S	.250[2]	—	Aut	Dry	3.5–5.5	No	14	170	—	10.38
Lark, Silver Hawk (259 V8)	59	Strom	Du	WW6–123	.1875[2]	—	Aut	Dry	3.5–5.5	No	14	170	—	15
All (6 Cyl.)	60–64	Car	SB	AS–29345[9]	250[10]	—	Aut	Dry	3.5–5[17]	No	13	170	.5[11]	10.38[16]
All (8 Cyl.)	60–61	Strom	Du[13]	WW6–123[13]	.1875[2]	—	Aut	Dry	3.5–5	No	13	170	.5[12]	15.5
Lark, Hawk V8s	62	Strom	Du	WW6–127	.1875[2]	—	Aut	Dry	4–5.5	—	13	170	.5[12]	15.7
Avanti	63–64	Car	4B	AFB–3506S[18]	.375	.719	Aut	Dry	5.5–7	No	12–15	170	—	16.08
259, 289 V8s	63–64	Strom	Du	WW6–130[1]	.1875[1]	.719	Aut	Dry	3.5–5	—	13	170	5[12]	15.2[3]
All 6 Cyl.	65	Roch	SB	BV	1.281	1.75	Aut	Dry	3.5–4.5	—	13	177	—	11.4
All V8	65	Roch	2B	2GV	1.359	1.906	Aut	Dry	5.25–6.5	—	13	177	—	13.5
[1] 4 bbl. optional AFB-3540S; float level height .281.; '64, Strom. Dual, WW6-132; Carter 4B, AFB-3726S. [2] From top of main body, without gasket, to top of float at centre. [3] Hawk, 15.7 qt. '64, all, 14.2 [9] Later '60 models AS29345A. All '61, AS3159S, '62, AS3370S. '63 Lark, 35385. '64, RBS 3653S. [10] If '60 carb. modified, float setting .1875. All '61, .250. '63 Lark, .469 [11] At 10 lbs. pull. .25 at 10 lbs. in '61–'62. [12] At 14 lbs. pull. [13] 4 bbl. optional, WCFB2829S. [16] '63-64, 9.2. [17] '62, 4–5.5. [18] AFB3507S w/supercharged engine.														
SUNBEAM														
Rapier Series III, Alpine I	60–61	Zen	2xSB	36WIA[5]	.75[4]	—	Man	OB[6]	1.5–2.5	No	6.2–7.2	170[7]	.5	7
Rapier Series IIIA, Alpine II	61–63	Zen	2xSB	36WIA2	.75[4]	—	Man	OB[6]	1.5–2.5	No	6.2–7.2	176[7]	.5	7.5
Alpine III (Early)	63	Zen	2xSB	36WIP3	.75	—	Man	Dry[1]	1.5–2.5	No	9	176[7]	.5	7.5
Alpine III (Late), IV, Rapier IV	63–65	Sol	Du	B32PAIA	—	—	Man	Dry	1.5–2.5	No	9	[7]	.5	7.5
Imp	64–65	Sol	SB	30PIHT	—	—	Aut	Dry	1.25–2.0	No	7	176	1.0	3.5[2]
Minx Deluxe Sedan	65	Sol	SB	3PSEI	—	—	Man	Dry	1.5–2.5	—	9	[8]	.5	7.5
Tiger 260	65	Ford	2B	C4DF-9510-E	.75± .03[3]	—	Aut	Dry	2.5–3	—	9	160[9]	.5[10]	12.5
[1] Sports, gauze; GT, paper element. [2] Aluminum engine; use corrosion-inhibited coolant. [3] Wet setting in inches below top machined surface of main body. [4] Below top of float chamber. [5] Alpine, 36WIP2. [6] Rapier; Alpine, paper element or gauze. [7] Bellows type 162; Alpine 176; pellet type 183; winter use 187-190 pellet type. [8] Bellows type 170; pellet type 186; winter use 186-190 pellet type. [9] Standard; winter use Rotunda C2DZ-8575A. [10] 90–110 lbs. tension for used belt.														
THUNDERBIRD														
352 & 430 V8s	60	Ford	4B	—	[1]	—	Aut	Dry	4.5–6.5	No	14	177	.5	17.5
390 V8	61	Hol	4B	—	.875[2]	—	Aut	Dry	4.5–6.5	No	12–15	177	.5	16.5
390 V8	62	Ford	4B	—	.656± .016[1]	—	Aut	Dry	4.5–5.5	No	12–15	175	.5	17.1
390 V8	63–64	Ford	4B	C3SF-9510-A[5]	.984± .031[3,5]	—	Aut	Dry	4.5–6.5	No	12–15	185	80–110[4]	17.25
390 V8	65	Ford	4B	C5SF-9510-A	[1,3,6]	—	Aut	Dry	4–6	No	12–15	160	80–110	17.25
[1] Dry setting, .469± .016 ins. from top surface of main body to top of free end of float, with float in uppermost position [2] Initial setting only—between float and floor of bowl, bowl inverted. Fuel level should be within 1/16 in. of bottom of sight plug hole in float chamber wall. [3] Wet setting, measured from top machined surface of the main body. [4] Lbs. tension for single belt (used) between alternator and water-pump pulley. [5] '64, C4SF-9510-B, wet setting .906± .031 [6] Wet setting .875± .031(P&S).														

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches. Aut—Automatic. Bos—Bosch. Car—Carter. Du—Dual. 4B—Four barrel. Hol—Holley. Man—Manual. OB—Oil bath. OW—Oil wetted. P—Primary. PF—Plastic foam. Roch—Rochester. S—Secondary. SB—Single barrel. Sol—Solex. Strom—Stromberg. Web—Weber. Zen—Zenith. ZS—Zenith-Stromberg.

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		Carburetor					Choke Type	Air Cleaner Type	Fuel Pump		Pressure Cap Rating†	Th'stat Rating* (Deg.)	Fan Belt Adjustment	Cooling Cap. (Incl. Heater) Qts.
		Make	Type	Model No.	Float Level Height	Float Drop			Pressure Range	Vacuum Booster				
TRIUMPH														
TR3, TR4	59–64	SU[5]	2xSB	H6[5]	7/16[1]	—	Man	Dry	1.75–2.5	No	3.2–4.2	175	.5	7
Sedan, Wagon, Pennant, Herald sed.	59–63	Sol	SB	B28Z1C–2	—	—	Man	OB	1.5–2.5	No	3.2–4.2	175	.5	4[2]
Herald coupe, convertible	59–63	SU	2xSB	H2	7/16[1]	—	Man	OB	1.5–2.5	No	3.2–4.2	175	.5	4.25
Herald 1200	63–64	Sol	1SB	B30PSE1	—	—	Man	OB[4]	1.5–2.5	No	6.2–7.2	163	.5	4.75
Spitfire 4, Mk. II	63–65	SU	2xSB	HS2	—	—	Man	Dry	1.5–2.5	No	6.2–7.2	163	.5	4.75
Sports Six	63–65	Sol	2xSB	B32PIN[3]	—	—	Man	Dry	1.5–2.5	No	7	163	.5	7.5
2000	64–65	Strom	2xSB	1.5CD	9/16	—	Man	Dry	1.5–2.5	No	7.5	175	.5	6.75
TR4, TR4A	65	Strom	2xSB	175CD	.563	—	Man	Dry	1.75–2.5	No	4	158	.5	7[6]

[1] Use round test bar under float fork '64 9/16. [2] Herald, 4.25. [3] '65, 32PIH. [4] '65, Dry. [5] '64, also Strom. model 175CD. [6] TR4A, 5.5.

VALIANT														
QX1, RV1, SV1	60–62	Car	SB	BBS–2900S[1]	.219	—	Aut	Dry	4.5	No	14	180	.5	11.6
170 6 Cyl.	63	Car	SB	BBS–3462S	.219	—	Aut	Dry	4–5	No	14	180	.5	11.8
170, 225 6 Cyl.	65	Car	SB	BBS–3675S[5]	.250	—	Aut	Dry	4–5	No	14	180	.5	10[4]
273 V8	64	Car	Du	BBD–3767S[7]	.250	—	Aut	Dry	6–7.5	No	14	180	.5	14

[1] RV1 (std. trans.), BBS–3093S; (auto. trans.), BBS–3094S; SV1, BBS–3229S and BBS–32305S (auto. trans.). [2] Not built or sold in Canada. [3] TVX1 (225 eng). BBS–3464S; 170 eng. w/auto trans., BBS–3463S. [4] 170 eng.; 225 11.8. [5] 170 eng., w/aut. 3676S; 225 eng. 3677S & 3678S (auto.); '65, 170 eng. BBS–3833S, auto., BBS–3834S, 225 eng. BBS–3837S, auto. BBS–3838S. [7] W/auto trans. BBD–3768S; '65, BBD–3843S, auto. BBD–3844S.

VAUXHALL														
Victor, Envoy, Bedford CA, Envoy EA	58–65	Zen	SB	34VN[6]	.703	—	Man	OB[4]	2.5–3.5	—	3.5–4.5[1]	160[5]	.5[7]	6
Velox, Cresta	58–63	Zen	SB	34VN1[2]	.703	—	Aut	OB[3]	2.5–3.5	—	3.5–4.5[1]	160[5]	.5	8.5
Viva, Epic	64–65	Sol	SB	B30PSEI-4[9]	—	—	Man	Dry	2.5–3.5	—	6.3–7.7	180	.5[8]	5.5

[1] '61–'63 models, 3.25–4.25. With auto. trans., 6.25–7.25. [2] '61–'63 models, 42VN1. [3] '61–'64 models, dry type. [4] '62–'63, dry type. [5] '62–'65, 170. [6] '64–'65, 34IV. [7] At 3 to 5 lbs. load. [8] At 9 lb. load. [9] Also B30PSEI, B30PSEI-6.

VOLKSWAGEN														
1200 Sedan, Karman Ghia	59–65	Sol	SB	25PCI[1]	—	—	Man[1]	OB	1.3–1.8[2]	No	—	—	.6	—
1500 Sedan, Karman Ghia	63–65	Sol	SB	32PHN[3]	—	—	Aut	OB	4.3	No	—	—	.6	—

[1] '61–'65, 28PICT with auto. choke. [2] '61–'65, 4.3. [3] W/twin carb. eng. 32PDSIT. Transporter, Van, Combi No. 28PICT.

VOLVO														
PV444, PV544, 122S (B16B Eng.)	59–62	SU[2]	2xSB	H4[2]	.437[1]	—	Man	OW	2–3.5	No	3.2–4.2	167	—	7.5
B18D Engines	62–65	SU	2xSB	HS6	—	—	Man	Dry	1.5–2.5	No	3–4	170	.25[3]	8

[1] Use round test bar (S.U. carbs.); Zenith carbs., float level .7 in. below bowl surface. [2] 544–01 and 02 models, Zenith SB, model 34VN. [3] '63–'65 .5.

WOLSELEY														
6/99	59	SU	2xSB	H4	—	—	Man	OB	—	No	4	175	.5	10
15/60	59–61	SU	SB	HS2	1	—	Man	OB	—	No	4	175	.5	5.74
6/99	59–61	SU	2xSB	H4	1	—	Man	OB	—	—	7	163	.5	10.5
16/60	62–65	SU	SB	HS2	2	—	Man	Dry[4]	2.5–3	No	7[4]	[3]	.5	6.25
6/110	62–65	SU	2xSB	HS4	1	—	Man	Dry[4]	2.5–3	—	10[4]	[3]	.5	10

[1] Use 7/16 in. round test bar. [2] Use 5/16 in. test bar. [3] 158 or 180. [4] '63-'65, OB; rad cap press. 4.

† Relief valve opens. * Thermostat starts to open. ‡ Deflection at mid-point between pulleys in inches. Aut—Automatic. Bos—Bosch. Car—Carter. Du—Dual. 4B—Four barrel. Hol—Holley. Man—Manual. OB—Oil bath. OW—Oil wetted. P—Primary. PF—Plastic foam. Roch—Rochester. S—Secondary. SB—Single barrel. Sol—Solex. Strom—Stromberg. Web—Weber. Zen—Zenith. ZS—Zenith-Stromberg.

TRANSMISSION AND CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
ACADIAN																		
4 & 6 Cyl. manual	62–65	M	2.94	1.68	1	—	3.34[5]	1.75	[1]	—	—	—	Own	Dia.	8.0[2]	6.0[2]	Li.	1–1.125[9]
4, 6 Cyl. & V8 auto.	62–65	A	[6]	—	—	—	1.82	2.5[7]	24000[4]	—	[3]	AC[8]	—	—	—	—	—	—
V8 3-sp.	64–65	M	2.58	1.48	1.0	—	2.58	1.75	[1]	—	—	—	Own	Dia.	10.0	6.5	Li.	.75–1.125
V8 4-sp.	64–65	M	2.56	1.91	1.48	1.0	2.64	2	[1]	—	—	—	Own	Dia.	10.4	6.5	Li.	.75–1.125
[1] Seasonal change not recommended. [2] 4, 6 cyl., 9.1 & 6.1; '64, 230 eng., 9.12 OD, 6.12 ID. [3] Rear end lift and carry. [4] Normal operation; for HD operation, 12,000. [5] '64–'65, 2.94. [6] W/6 cyl. eng. & 283 V8, 1.82; 327 V8, 1.76. [7] Total refill 15 pts. L-6 eng.; 16.75 pts. V8 eng. [8] '64–'65, WC. [9] '64–'65, .75–1.125.																		
AUSTIN																		
A55 Cambridge, Cambridge II	59–61	M[1]	3.945	2.403	1.49	1	5.159	5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	.125
A35, A-H Sprite, A40 Mk II	59–64	M	3.628	2.374	1.412	1	4.664	2.3	6000	—	—	—	BB	6–Co.	6.25	4.25	Li.[6]	.125
Austin-Healey 100-6	59	M[1]	3.076	1.913	1.333	1	4.176	4[5]	6000	—	—	—	BB	9–Co.	9.0	6.0	Hyd.	.125
Austin-Healey 3000, 3000 Mk II, III	59–65	M[1]	2.93	2.053	1.309	1	3.78	5	6000	—	—	—	BB	12–Co.	10.0	—	Hyd.	.125
850	60–65	M	3.628	2.172	1.412	1	3.628	[7]	[7]	—	—	—	Own	6–Co.	7.25	5.25	Hyd	.125[8]
A99	60–61	M[1]	3.095	1.65	1	0.7	3.00	5.5	6000	—	—	—	BB	12–Co.	10.0	—	Hyd.	.125
A99	60–61	A	2.308	1.435	1	—	2.009	15	25000	[3]	[4]	AC	—	—	—	—	—	—
Austin-Healey Sprite Mk II, III	61–65	M	3.20	1.916	1.357	1	4.114	2.25	6000	—	—	—	BB	6–Co.	6.25[13]	—	Li.[2]	.125
Seven Cooper	62–65	M	3.2	1.916	1.357	1	3.2	[7]	[7]	—	—	—	Own	6–Co.	7.125	5.25	Hyd.	.125[9]
Super 850	62–65	M	3.64	2.164	1.407	1	3.64	[7]	[7]	—	—	—	Own	6–Co.	7.125	5.25	Hyd.	.125[9]
A60 Cambridge	62–65	M[11]	3.64	2.22	1.370	1	4.76	4.5	6000	[10]	[4]	Air	BB	6–Co.	8	—	Hyd.	.156
A110 Westminster	62–65	M[12]	3.1	1.65	1	.7	3.24	—	—	[10]	[4]	Air	BB	6–Co.	—	—	Hyd.	—
1800	65	M	3.292	2.217	1.384	1	3.075	15	—	—	—	—	BB	6–Co.	8	—	Hyd.	—
[1] Overdrive optional. [2] '62–'65 Hydraulic. [3] Push in neutral to 25 mph. select D. [4] Rear end lift and carry. [5] 5.25 with overdrive. [6] A40, hydraulic. [7] Transmission in unit with engine. See engine specs. [8] Plus .045 in. between clutch lever and adjusting bolt. [9] Plus .060 clearance at clutch return stop. [10] Push in neutral to 25 mph, select L. [11] Auto. trans. optional. [12] Options; auto., manual 3-speed and 3-speed w/overdrive. [13] '64–'65, Sprite III, 7.25.																	
BMW																		
1800, 1800 TI	64–65	M	3.816	2.07	1.33	1.00	4.153	2.2	4000	—	—	—	FS	—	7.9	5.1	Hyd.	.79–.98
BORGWARD																		
All	59–61	M	3.86	2.15	1.36	1	4.06	1.75	7500	—	—	—	FS	9–Co.	7.874	5.118	Hyd.	[1]
[1] Clearances at master cylinder and slave cylinder must be checked.																		
BUICK																		
4400, 4600, 4700, 4800	59–62	A	1.82	1	—	—	1.82	20[4]	25000	[7]	[8]	WC	—	—	—	—	—	—
4000, 4100, 4300 (Special)	61–63	M[2]	2.57	1.55	1	—	3.49	1.75[3]	[1]	—	—	—	—	6–Co.	9.5	6.0	Li.	.875–1.0
4000, 4100, 4300 (Special)	61–63	A	3.6	1.5[3]	—	—	—	10	25000	[9]	[8]	AC	—	—	—	—	—	—
4400, 4600	63	M	2.49	1.587	1.1	—	3.15	3[2]	[1]	[9]	—	—	—	8–Co.	11.0	6.5	Li.	.875–1.125
44, 46, 47, 4800	63	A	—	—	—	—	—	20	24000	[9]	—	—	—	—	—	—	—	—
Special, LeSabre (3 & 4 sp.)	64–65	M	2.58[11]	1.48	1.0	—	2.58	1.75	[1]	—	—	—	—	Dry	9.12[12]	6.12[12]	Li.	.75–1.0
Wildcat (4600 Series) 3 & 4 sp.	64–65	M	2.49[13]	1.58	1.0	—	3.154	3	[1]	—	—	—	—	8–Co.[5]	11.0	6.5	Li.	.875–1.125
Special, Gran Sport, LeSabre[6]	64–65	A	1.765	1.0	—	—	1.765	16	24000[14]	[9]	[8]	WC	—	—	—	—	—	—
Super Turbine 400	64–65	A	2.48	1.48	1.0	—	2.08	18[10]	24000[14]	[9]	[8]	WC	—	—	—	—	—	—
Skylark Gran Sport	65	M	2.42[13]	1.61	1.0	—	2.33	3	[1]	—	—	—	—	Dry	11.0	6.5	Li.	.75–1
[1] No periodic change necessary. [2] Opt. 4 sp. trans. ratios; '61–'62, 2.54, 1.92, 1.51, 1, 2.61 (rev.); '63, 2.54, 1.89, 1.51, 1, 2.61 (rev.); cap., 2 pts. [3] Torque multiplication before & after converter clutch engagement (Dual path turbine). [4] '62, 17 pts. [5] '65, 9 coil. [6] Super Turbine 300 engine. [7] Push in neutral to 15 mph, engage low, push at 25 mph. [8] Rear end lift and carry. [9] Booster battery must be used. [10] '65, 19.2. [11] 4-speed 2.54, 1.89, 1.51, 1.0, 2.61 (rev.); cap. 2 pts. [12] W/V8 eng. 10.4, 6.5. [13] 4 speed trans., 2.20, 1.64, 1.31, 1.0, 2.26 (rev.); cap. 2 pts. [14] For H.D. operation, 12000.																	

CADILLAC

All[10]	59–64	A	3.966	2.553	1.554	1	3.74	18.5[6]	12000[7]			WC	—	—	—	—	—	—
60, 63 Models (Turbo Hydra-Matic)	63–65	A	2.48[8]	1.48	1.0	—	2.08	9.25[1]	24000[5]		[4]	WC	—	—	—	—	—	—

[1] Trans. dry; refill, 5.75. [2] Remove drive shaft or lift and carry. [3] Do not push; use booster battery. [4] Select neutral. Do not exceed 30 mph.
[5] For H.D. operation, 12000. [6] 15 in '60–'64 (refill capacity). [7] '61, 16000, '63, 24000, '64, 30000. [8] '65, 2.5–1.5–1.0–2.0. [10] '64, 62 & 75 models.

CHECKER

All—Std. Trans	61–63	M	2.57	1.55	1	.7[1]	3.49	2.17	15000	—	—	—	BB[3]	6–Co.	10	6	Li.	1-1.375
All-Auto. Trans	61–65	A[2]	2.40	1.47	1	—	2.0	16	—	—	—	AW	—	—	—	—	—	—
230 6 Cyl., 283 V8 (Std. Trans.)	64	M	2.57	1.55	1.00	.7[1]	3.49	2.17	15000	—	—	AW	Aub.	Dia.	11	6.5	M	1-1.3

[1] Optional overdrive. [2] Dual range torque converter with planetary gears; '63–'65, single or dual range optional. [3] '62, '63, Auburn.

CHEVROLET

Corvair All Std. Trans	60	M	3.22	1.84	1	—	3.65	1.9	10000	—	—	—	—	Dia.	9.12	6.12	Li.	.75
Corvair All Powerglide	60–65	A	1.82	1	—	—	1.82	5	24000[7]	[5]	[5]	AC	—	—	—	—	—	—
Corvair All 3 speed trans	61–63	M	3.50	1.99	1	—	3.97	1.75[3]	10000[3]	—	—	—	—	Dia.	8.0[2]	6.0	Li.	.75
Corvair All 4 speed trans	61–63	M	3.65	2.35	1.44	1	3.66	2.5[3]	10000[3]	—	—	—	—	Dia.	8.0[2]	6.0	Li.	.75
Corvair All 3 speed trans	64–65	M	3.22	1.84	1.0	—	3.22	1.75	[4]	—	—	—	Own	Dia.	8.0[6]	6.0	Mech.	.75–1.25
Corvair All 4 speed trans	64	M	3.20	2.19	1.44	1.0	3.65	2.5[8]	[4]	—	—	—	Own	Dia	8.0[6]	6.0	Mech.	.75–1.25

[2] Greenbriar R1206 series, 9 in. OD, '63, 9.12 OD, 6.12 ID. [3] '63, 2.5 pts., 12,000 miles. [4] After '62, no periodic change.
[5] With key on, engage L at 20–25 mph., when eng. starts move to D. Tow in N at less than 50 mph. [6] W/turbo-charged eng. 9.12 OD, 6.12 ID.
[7] For H.D. operation, 12000. [8] '65, 3.

Chevy II Manual	62–65	M	2.94	1.68	1	—	3.33[8]	1.75	1	—	—	—	Own	Dia.	8.0[2]	6.0[2]	Li.	1.0[5]
Chevy II Powerglide	62–65	A	1.82	1	—	—	[12]	2.5[13]	24000[1]	—	[3]	AC[9]	—	—	—	—	—	—
Chevy II 283, 327 V8 (3-speed)	64–65	M	2.58	1.48	1.0	—	2.58	1.75	[1]	—	—	—	Own	Dia.	10.0	6.5	Li.	.75–1.12
Chevy II 283, 327 V8 (4-speed)	64–65	M	2.56	1.91	1.48	1.0	2.64	2.5[11]	[1]	—	—	—	Own	Dia.	10.4	6.5	Li.	.75–1.12

[1] For H.D. operation, 12000. [2] 4 Cyl.; 6 Cyl. 9.1 & 6.1. [3] Rear end lift & carry [5] '64–'65, .75–1.125. [7] W/opt. V8 & 3 spd. trans. 10.0 OD, 6.5 ID.
[8] '64–'65, 2.94. [9] '64–'65, WC. [11] '65, 2.0. [12] 327 V8, 1.76. [13] Total refill, L-6 eng., 15 pts., V8 eng., 16.75 pts.

Chevelle 230 6 Cyl	64–65	M	2.94	1.68	1.0	—	2.94	1.75	1	—	—	—	Own	Dia.	9.12	6.12	Li.	.75–1.125
Chevelle V8 W/3 speed trans	64–65	M	2.58	1.48	1.0	—	2.58	1.75	1	—	—	—	Own	Dia.	10.0	6.5	Li.	.75–1.125
Chevelle V8 W/4 speed trans	64–65	M	2.56	1.91	1.48	1.0	2.64	2	1	—	—	—	Own	Dia.	10.4	6.5	Li.	.75–1.125
Chevelle, All W/P'Glide	64–65	A	1.82[4]	1	—	—	1.82[4]	2.5[2]	24000[5]	[3]	—	WC	—	—	—	—	—	—

[1] Not required. [2] Refill; w/converter, 16 pints. [3] Engage L at 25-30 mph with key on. Shift to D when eng. starts. [4] 176 w/327 V8.
[5] Normal operation. For HD op'n. 12000.

(Chevrolet)

All Powerglide	59–65	A	1.82[17]	1	—	—	1.82	8[3]	24000[2]	[8]	[11]	WC[13]	—	—	—	—	—	—
All 6 Cyl	59–62	M	2.94	1.68	1	—	2.94[14]	1.75	[1]	—	—	—	—	Dia.	9.5[4]	6.0[4]	Li.	.75–1.0
All Turboglide	59–61	A	—	—	—	—	—	5[6]	25000	[10]	[11]	WC	—	—	—	—	—	—
283[12], 348[12] and 409[12] V8s	59–61	M	2.47	1.53	1	—	2.8	1.75	[1]	—	—	—	—	Dia.	10.0[15]	6.0[15]	Li.	.75–1.0
348 V8	59	M	2.21	1.32	1	—	2.51	1.75	[1]	—	—	—	—	9–Co[7]	10.5	6.5	Li.	.75–1.0
348 fuel inj., (4-speed trans.)	59	M	2.2	1.68	1.3	1	2.25	1.75	[1]	—	—	—	—	Dia.[9]	10.5[9]	6.5[9]	Li.	.75–1.0
348, 409 V8s (4 sp. trans.)	60–63	M	2.20	1.66[2]	1.31	1	2.26	2.1	[1]	—	—	—	—	Dia	10.5	6.5	Li.	.75–1.0
6 Cyl., 283 V8	61–65	M	2.94	1.68	1	—	3.33[18]	1.75	[1]	—	—	—	Own	Dia.	10.0[23]	6.5[23]	Li.	.87–1.12[23]
327 V8 (Std.) 348, 409 V8s (opt. 4 sp.)	61–63	M	2.54	1.92	1.51	1	2.61	2.0[5]	[1]	—	—	—	—	Dia.	10.5	6.5	Li.	.75–1.0
327, 409 V8s (3 sp.)	62–63	M	2.47	1.53	1	—	2.80	1.75	[1]	—	—	—	BB	—	10.5	6.5	Li	.75–1.0
327 V8	64–65	M	2.58	1.48	1.0	—	2.58	1.75	[1]	—	—	—	Own	Dia.	10.4	6.5	Li.	.875–1.125
283, 327 V8 (4-speed trans.)	64–65	M	2.56	1.91	1.48	1.0	2.64	2.5[25]	[1]	—	—	—	Own	Dia.	10.4	6.5	Li.	.875–1.125[24]
396, 409 V8 (4 speed trans.)	64–65	M	2.56[21]	1.91	1.48	1.0	2.64	2	—	—	—	—	Own	Dia.	11.0	6.5	Li.	.87–1.12[24]
396 V8 (3-speed H.D. trans.)	65	M	2.41	1.56	1.0	—	2.41	2	[1]	—	—	—	Own	Dia.	11.0	6.5	Li.	.87–1.12
396 V8 425 hp. (Turbo Hydramatic)	65	A	2.48	1.48	1.0	—	2.08	6.75	[1]	—	—	WC	—	—	—	—	—	—

[1] No periodic change. [2] Normal operation. For HD op'n. 12000. [3] After '62, refill 2.5 pts. [4] '64, 9.12 OD, 6.12 ID. [5] '63, 2.5 pts.
[6] '59, 3.25; '60, 4; '61, 3.5. [7] '59, diaphragm type. [8] With ignition on engage "L" at 25–30 mph. [9] Corvette, 9–Co., 10.0, 6.0. [10] Use booster battery.
[11] Rear end lift and carry. [12] 283 V8 to '60 only; '60 348 V8 and '61 348 and 409 V8s. [13] '63 6 cyl., air cooled, others WC. [14] '61, '63, 3.34.
[15] '61, 10.5x6.5. Corvette, 9–Co., 10.0x6.5. [16] 348, '60 only; 409, '61 only. Corvette, '61 only. [17] From '62, aluminum P'Glide, 1.76 w/327 & 409 V8s, other engines 1.82. [18] '64–'65, 2.94. [21] 409 V8, 400 & 425 hp., 2.20, 1.64, 1.28, 1.0 & 2.27 (rev.).
[23] 236 6 cyl. eng., '65, 9.12 O.D., 6.12 I.D., .75–1.125 pedal travel; 283 V8, .75–1.125 pedal travel. [24] '65, .75–1.125. [25] '65, 2.0.

A—Automatic. AC—Air cooled. Aub—Auburn. AW—Air and water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferodo.
FS—Fichtel and Sachs. Hyd—Hydraulic. Lay—Laycock Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

TRANSMISSION AND CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH						
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
CHEVROLET—Continued																		
Corvette (3 sp.)	59	M	2.2	1.31	1	—	2.2[1]	1.75	[5]	—	—	—	—	9-Co	10	6.5[2]	Li.	.75–1.0
Corvette (4 sp.)	59–63	M	2.2	1.66[3]	1.31	1	2.26	1.75	[5]	—	—	—	—	9-Co	10[4]	6.5	Li.	75–1.0
Corvette (3 sp)	59–63	M	2.47	1.53	1	—	2.80	1.75	[5]	—	—	—	—	Dia.	10.5[6]	6.5	Li.	75–1.0
Corvette (4 sp.)	62–63	M	2.54	1.89	1.51	1	2.61	2	[5]	—	—	—	—	Dia.	10.5[6]	6.5	Li.	75–1.0
Corvette (Powerglide)	62–65	A	1.76	1	—	—	1.76	3.5[8]	10	—	—	—	AC[11]	—	—	—	—	—
Corvette (3 sp.)	64–65	M	2.58	1.48	1.0	—	2.58	1.75	[5]	—	—	—	—	Dia.	10.0	6.5	Li.	.5–.75[9]
Corvette 250, 300 hp. (4-spd.)	64–65	M	2.56	1.91	1.48	1.0	2.64	2	[5]	—	—	—	Own	Dia.	10.0	6.5	Li.	.5–.75[9]
Corvette 340, 365 hp. (4-spd.)	64–65	M	2.20	1.64	1.28	1.0	2.64	2	[5]	—	—	—	Own	Dia.	10.0	6.5	Li.	.5–.75[9]
Corvette 396 V8	65	M	2.56[12]	1.91	1.48	1.0	2.64	2	[5]	—	—	—	Own	Dia.	11.0	6.5	Li.	.75–1.125

[1] '60, 2.5. [2] '59, 6.0. [3] '62-'63, 1.64. [4] '62, 10.5. [5] No periodic change req'd. [6] '63, 10.0.
[7] 250 & 300 hp.; 365 hp. 2.20, 1.64, 1.28, 1.0, 2.27 (rev.). [8] '64-'65, 2.5. [9] '65, .75–1.125. [10] For H.D. operation, 12000. [11] '65, water.
[12] 3-speed H.D. trans., 2.41–1.56–1.0–2.41.

CHRYSLER																			
All (W/Auto. Trans.)	59–65	A	2.45	1.45	1	—	2.2	14[13]	10000[1]	[9]	[10]	WC	—	—	—	—	—	—
TC2-300J	63	M	2.17	1.445	1	—	2.84	3.75	32000	—	—	—	BB	6-Co.	11.0	6.5	Li.	.156[3]
VC2-300K	64	M	2.66	1.91	1.39	1.00	2.58	6.0	[2]	—	—	—	BB	12-Co.	11	6.5	Mech.	.156

[1] '62s, 32000; '63–'65, no change req'd. [2] Not required. [3] At clutch fork. [9] Push in neutral to 25 mph, then engage low. [10] Rear end lift and carry.
[13] MC3, 16.5; all '60 and '61, 18 pts.; '62-'65, 15 pts.

CITROEN																			
ID19, DS19, Pallas	59–65	M	3.54	1.89	1.22	.85	3.81	2	12000	—	—	—	Fer	9-Co.	8.45	5.7	Cable[1]	1

[1] DS19, automatic hydraulic clutch control.

DAIMLER																			
SP250	60–64	M	2.933	1.742	1.232	1	3.771	1.5	10000	—	—	—	BB	—	9.0	—	Hyd.	.25[1]
SP 250	60–64	A	2.308	1.435	1	—	2.009	15	25000	[2]	[3]	AC	—	—	—	—	—	—

[1] Maximum. [2] Push in neutral to 25 mph, select D. [3] Rear end lift and carry.

DATSUN-NISSAN																			
72.5 En . (PL410 Series)	63–65	M	3.518[1]	1.725	1	—	4.125	2.6	10000	—	—	—	Own	9-Co.	7.9	5.1	Hyd.	.5–1
115 Eng. (LG 31 "Cedric" Series)	63–65	M	3.184[1]	1.638	1	—	3.899	4.2	10000	—	—	—	Own	9-Co.	8.86	5.91	Hyd.	.5–1
90.7 Eng. (Sports)	63–65	M	3.515	2.140	1.328	1	4.597	3.9	10000	—	—	—	Own	9-Co.	8.1	5.7	Hyd.	.6–.8

[1] Optional 4 sp. ratios, 3.945, 2.402, 1.490, 1, 5.159 (rev.).

DE SOTO																			
LS2, LS3, MS2, MS3, PS3, RS1	59–61	A	2.45	1.45	1	—	2.2	14[6]	10000	[5]	[6]	WC	—	—	—	—	—	—

[5] Push in neutral to 25 mph, then engage low. [6] Rear end lift and carry. [9] LS2, 15; LS3, 17.5; PS3, RS1, 18.

DKW, AUTO-UNION																			
DKW F93, F94	59	M	3.36	1.59	.915	1	3.08	4[2]	12000	—	—	—	FS	6-Co.	7.0	6.0	Cable	.4–.8
AU 1000 models	59–63	M	3.82	2.22	1.31	.915	4.58	4[2]	12000	—	—	—	FS	6-Co.	7.1	4.9	Cable	1 in
DKW 750, Junior 800	60–63	M	3.75	2.23	1.41	.94	3.37	3.1	12000	—	—	—	FS	—	7.1	4.9	Cable	1 in

[1] Four-speed transmission optional. Ratios as for 1000 model. [2] See also drive axle specifications.

DODGE																			
LE1, ME1	59	M	2.5	1.68	1	0.7[11]	3.2	2.3	20000	—	—	—	BB	9-Co.	9.25	6.0	Li.	1.0
LE1, LE2, ME1, ME2	59	A	1.72	1.0	—	—	2.39	16.7	10000	[8]		WC	—	—	—	—	—	—
PD3 (6 Cyl.)	60	M	2.5	1.68	1	—	3.2	4	20000	—	—	—	BB	6-Co.	9.25	6	Li.	1.0
PD4, RD4 (313 V8)	60–61	M	2.12	1.43	1	—	2.73	3[18]	20000	—	—	—	BB	9-Co.	10	6.75	Li.	1.0
All W/TorqueFlite	60–62	A[16]	2.45	1.45	1	—	2.2	18[17]	10000[2]	[8]	[9]	WC	—	—	—	—	—	—
RD3, RW1	61	M	2.71	1.83	1	—	3.49	4	20000	—	—	—	BB	6-Co.	9.25[19]	6[19]	Li.	1.0
All 6 Cyl.	62–65	M	2.95	1.83	1	—	3.80	4	32000	—	—	—	BB	9-Co[1]	9.12[1]	6.12[1]	Li.	1.0[1]

All W/TorqueFlite	63–65	A	2.45	1.45	1	—	2.20	15[7]	[4]	[8]	[9]	WC	—	—	—	—	—	—
TD2-P,[5] TA3[5]	63	M	2.55	1.49	1	—	3.34	3.95	32000	—	—	—	BB	12-Co.[20]	10.5	6.5	Li.	.156[6]
TL1[5] (Dart 170, 270, GT)	63	M	2.95	1.83	1	—	3.80	4	32000	—	—	—	BB[23]	6–Co.[23]	9.125[22]	6.125[21]	Li.	.156[6]
VD2, AD2, (313, 318 V8)	65	M	2.12[10]	1.43	1.00	—	2.73	4	[4]	—	—	—	—	9-Co.	10.0	6.75	Mech.	.156
VD2, AD2	65	M	2.66	1.91	1.39	1.00	2.58	6.0	[4]	—	—	—	BB	12–Co.[5]	10.5	6.5	Mech.	.156
Dart VL1[5] (170)	64	M	3.22	1.82	1.00	—	4.15	5.0	[4]	—	—	—	—	6-Co.	9.125	6.12	Mech.	.156
Dart VL2[5]	64	M	3.02	1.76	1.00	—	3.95	3.5	[4]	—	—	—	Aub.	3-Co.	9.5	6.5	Mech.	.156
AD2 (413 V8)	65	M	2.66	1.91	1.39	1.00	2.58	6.0	[4]	—	—	—	BB	12-Co.	10.5	6.5	Mech.	.156

[1] SD2, 12-Coil; 10 in. OD, 6.75 in. ID. '65 O.D. 9.25, I.D. 6.0. [2] '62s, 32000. [3] U.S. only. [4] No periodic change req'n. [5] VA3, 9-Co.
[6] At clutch fork. [7] VD2, 16.5 pts. [8] Push in neutral to 25 mph. then engage low. [9] Rear end lift and carry.
[10] '65 AD2, 318 V8, ratios 3.02–1.76–1.00–rev. 3.95. [11] Optional overdrive. [16] Powerflite ratios, 1.72, direct and reverse, 2.39.
[17] '60 Powerflite and all '61, 16; '62s, 15 pts. [18] RD4, 4. [19] RW1, 9.12, 6.12. [20] TA3, 6-coil. [21] Model 170; 270 & GT, 6.0.
[22] Model 170; 270 & GT, 9.25. [23] Or Auburn 3-coil.

EDSEL

6 Cyl.	59–60	M	3.09	1.92	1.00	—	3.67	2.5	[2]	—	—	—	Long	6–Co.	9.5	6	Li.	1¼±⅛
292 V8	59	M	2.40	1.49	1.00	—	2.86	2.5	[2]	—	—	—	Long	9–Co.	10	6.8	Li.	1¼±⅛
332 V8	59	M	2.32	1.48	1.00	—	2.82	2.5	[2]	—	—	—	Long	9–Co.	11	7	Li.	1¼±⅛
All	59	A	1.75	1.00	—	—	1.50	17	15000	[3]	[4]	WC	—	—	—	—	—	—
361 V8	59	A	2.37	1.48	1.00	—	1.84	17	15000	[3]	[4]	WC	—	—	—	—	—	—
292 V8 Std Trans	60	M	2.78	1.61	1.00	—	3.38	2.5	[2]	—	—	—	Long	9–Co.	10.0	6.75	Li.	1¼± ⅛
352 V8 Std Trans	60	M	2.37	1.51	1.00	—	2.81	2.5	[2]	—	—	—	Long	9–Co.	11.0	7.0	Li.	1¼± ⅛
6 Cyl and 292 V8 o'drive trans [5]	60	M	2.80	1.69	1.00	.70	3.80	3.5	[2]	—	—	—	Long	6–Co.	9.5	6.0	Li.	1¼± ⅛
352 V8 o'drive trans	60	M	2.49	1.59	1.00	.72	3.15	3.5	[2]	—	—	—	Long	9–Co.	11.0	7.0	Li.	1¼± ⅛
All Auto. Trans. (two-speed)	60	A	1.75	1.00	—	—	1.50	16–18	20000	—	[4]	WC[6]	—	—	—	- -	—	—
All Auto. Trans. (three speed)	60	A	2.40	1.47	1.00	—	2.00	16–18	20000	—	[4]	WC[6]	—	—	—	—	—	—

[1] Overdrive in 2nd, 1.15. [2] Regular drain and refill not recommended. [3] At 25–30 mph, turn on ignition, shift into low.
Rear lift and carry except for distances less than 12 miles. [5] 292 V8 clutch specs. as std. trans. models. [6] 6 cyl. models air-cooled.

FIAT

600, 600D 750	59–65	M	3.384	2.055	1.333	.896	4.275	2.72	12000[2]	—	—	—	Fiat	6–Co.	6.1	4.48	Li.	.78
600 Multipla	59–61	M	3.384	2.055	1.280	.838	4.275	2.72	12000	—	—	—	Fiat	6–Co.	6.1	4.48	Li.	1.0
1100, 1100F, 1200 Full Light	59–62	M	3.86	2.38	1.57	1	3.86	2	12000	—	—	—	Fiat	6–Co.	7.24	5.0	Li.	1.0
1200 Spyder	59–64	M	3.38	2.09	1.38	1	3.38	2	12000	—	—	—	Fiat	6–Co.	7.24	5.0	Li.	1.0
2100	60–61	M	3.21	1.89	1.40	1	3	3.2	12000	—	—	—	Fiat	6–Co.	8 5	6	Hyd.	.6– 8
1500 Cabriolet	64–65	M	3.38	2 09	1.38	1	3.38	2	18000[2]	—	—	—	Fiat	6-Co.	8	5.75	Li.	1.5[1]
1100D	65	M	3.86	2.38	1.57	1	3.86	1.3	30000	—	—	—	Fiat	6-Co.	7.25	5	Li.	.72

[1] '65, .72. [2] '65, 30,000.

FORD

Falcon, 6 Cyl. Std. Trans.	60–65	M	3.29	1.75[8]	1.00	—	4.46	2.16	[4]	—	1	—	Long	6–Co.	8.5	5.4	Li.	.1±⅛
Falcon, All Auto. Trans.	60–62	A	1.75	1.00	—	—	1.50	12	[4]	—	2	AC[5]	—	—	—	—	—	—
Falcon, W/2 sp. Auto. Trans.	63–64	A	1.82	1.00	—	—	1.75	12.5	[4]	6	2	AW	—	—	—	—	—	—
Falcon, 260, 289 V8 Std. Trans.	64–65	M	2.79	1.70	1.00	—	2.87	3	[4]	—	—	—	Long	—	10.4[8]	6.5[8]	Li.	1±⅛
Falcon 6 Cyl. W/4 sp. Std. Trans.	64	M	3.16	2.21	1.41	1.00	3.35	3.75	[4]	—	—	—	Long	—	8.5	5.4	Li.	1±⅛
Falcon V8 W/4 sp. Std. Trans.	64	M	2.74	2.04	1.51	1.00	2.81	3.75	[4]	—	—	—	Long	—	10	6.8	Li.	1±⅛
Falcon W/3 sp. C4 Auto. Trans.	64–65	A	2.46	1.46	1.00	—	2.20	14	[4]	6	2	WC[9]	—	—	—	—	—	—
Falcon, 200 6 Cyl. Std. Trans.	65	M	2.76	1.69	1.00	—	3.74	2	[4]	—	—	—	Long	9-Co.	8.5	5.4	Li.	1±⅛
Falcon, 289 V8 (2V, 4V) 4-sp. Man.	65	M	2.78	1.93	1.36	1.00	2.78	3[7]	[4]	—	—	—	Long	9-Co.	10.4	6.5	Li.	1±⅛

[1] Tow only with chains on bumper arms between body and bumper. [2] Do not exceed 30 mph. For distances over 15 miles, rear end lift and carry.
[3] 1.83 with 170 engine. [4] Periodic change not recommended. [5] WC with 170 engine in '61 and later. [6] Use booster battery.
[7] Ford design, 3.5. [8] '64, 10, 6.8. [9] '64, AW.

Fairlane V8s (Std.)	62	M	2.78	1.61	1	—	3.38	3		—	—	—	Long	6–Co.	9.5	—	Li.	1
Fairlane V8s (O'drive)	62–65	M	2.80	1.69	1	.7	3.80	3[7]	1	—	—	—	Long	9-Co.[8]	10.4[8]	6.5	Li.	1± 1/16[14]
Fairlane Aut. Trans.	62	A	1.75	1	—	—	1.50	11	1	3	4	WC	—	—	—	—	—	—
Fairlane Aut. Trans.	63–64	A	1.82	1.00	—	—	1.73	12.5[6]	1	3	4	WC	—	—	—	—	—	—
Fairlane V8 W/4 sp.	64	M	2.73[10]	2.03	1.50	1.1	2.80	2.5	1	—	—	—	Long	9-Co.	10[11]	6.8[11]	Li.	1
Fairlane W/3 sp. C4 Auto. Trans.	64–65	A	2.46	1.46	1.00	—	2.20	14	1	3	4	WC	—	—	—	—	—	—

A—Automatic. AC—Air cooled. Aub—Auburn. AW—Air and water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferodo.
FS—Fichtel and Sachs. Hyd—Hydraulic. Lay—Laycock Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

TRANSMISSION AND CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
FORD—Continued																		
Fairlane 6 Cyl. Std. Trans.	62–65	M	2.76[12]	1.69[12]	1.00	—	3.74[12]	2	1	—	—	—	Long	9-Co.	8.5[2]	5.4	Li.	1± 1/16[14]
Fairlane V8 Std. Trans.	63–65	M	2.79[5]	1.70[5]	1.00	—	2.87[5]	3[7]	1	—	—	—	Long	9-Co.[9]	10.4[9]	6.5[9]	Li.	1± 1/16[14]
Fairlane V8 V-sp. Man. Trans.	65	M	2.78[15]	1.93[15]	1.36[15]	1.00	2.78[15]	3[13]	1	—	—	—	Long	9-Co.	10.4	6.5	Li.	1± 1/16[14]

[1] Periodic change not recommended. [2] Heavy duty 9.5 in. available. [3] Use booster battery. [4] For distances over 12 miles, rear end lift and carry.
[5] 221 V8 ('63), 3.02–1.84–1.00–3.10. [6] V8s 14 pts. [7] '64, 2.5 pts. [8] '62–'63, 6-Co., 9.5. [9] '64 260 V8, 10, 6.5, 289 V8, 10.4, 6.5; '63 221 V8, 6-Co., 9.5.
[10] 289 eng. w/4 bbl. carb. ratios 2.36, 1.79, 1.41, 1.1. [11] 260 eng.; 289 eng. 10.4, 6.5. [12] '62–'64, 3.29, 1.83, rev. 4.46. [13] Ford design, 3.5.
[14] Eng. idling, 475–500 rpm. [15] H.P. V8, 2.32–1.69–1.29–, rev. 2.32.

All	59	A[5]	2.40	1.47	1.00	—	2.0	16	15000	7	—	WC[6]	—	—	—	—	—	—
6 Cyl.	59	M	2.84	1.61	1.00	—	3.37	2.5	3	—	—	—	Long	6-Co.[4]	9.5[4]	6	Li.	1¼ ± 1/8
292 V8	59	M	2.40	1.49	1.00	—	2.86	2.5	3	—	—	—	Long	9-Co.	10	6.8	Li.	1¼ ± 1/8
312, 332 V8s	59	M	2.32	1.48	1.00	—	2.82	2.5	3	—	—	—	Long	9-Co.	11	7	Li.	1¼ ± 1/8
6 Cyl.	59	M[1]	2.80	1.69	1.00	.7	3 80	2.5	3	—	—	—	Long	6-Co.	9.5	6	Li.	1¼ ± 1/8
292, 332 V8s	59	M[1]	2.37	1.43	1.00	.7	3.21	2.5	3	—	—	—	Long	9-Co.[4]	10[4]	6.8	Li.	1¼ ± 1/8
312, 332 (4 bbl.), 352 V8s	59	M[1]	2.49	1.59	1.00	.7	3.15	3 25	3	—	—	—	Long	9-Co.	11	6.8	Li.	1¼ ± 1/8
332, 352, 390 V8s	59–63	M	2.37	1.51	1.00	—	2.81	2.1	3	—	—	—	Long	9-Co.	11	7	Li.	1
6 Cyl. Std. Trans.	60	M	3.09	1.92	1.00	—	3.67	2.5	3	—	—	—	Long	6-Co.	9.5	6.0	Li.	1¼ ± 1/8
292 V8 Std. Trans.	60–62	M	2.78	1.61	1.00	—	3.38	2.5	3	—	—	—	Long	9-Co.	10.0	6.75	Li.	1¼ ± 1/8
332 V8 Std. Trans.	60–61	M	2.40	1.49	1.00	—	2.86	2.5	3	—	—	—	Long	9-Co.	11.0	7.0	Li.	1¼ ± 1/8
6 Cyl. o'drive trans.	60–64	M	2.80	1.69	1.00	.7	3.80	2.1[12]	3	—	—	—	Long	6-Co.	9.5	6.0	Li.	1
332, 352, 390 V8s o'drive trans.	60–64	M	2.49	1.59	1.00	.72	3.15	2.8[12]	3	—	—	—	Long	9-Co.[13]	11.0	7.0	Li.	1
All Auto. Trans. (two-speed)	60–62	A	1.75	1.00	—	—	1.50	17	3	7, 2	8	WC[10]	—	—	—	—	—	—
All Auto. Trans. (three-speed)	60–65	A	2.40	1.47	1.00	—	2.00	17	3	7, 2	8	WC[10]	—	—	—	—	—	—
6 Cyl. Std. Trans.	61–63	M	3.20	1.86	1.00	—	3.83	2.1	3	—	—	—	Long	6-Co.[4]	9.5[4]	6	Li.	1
292 V8 o'drive trans.	61–62	M	2.80	1.6	91.00	.7	3.80	3.5	3	—	—	—	Long	9-Co.	10	6.75	Li.	1¼–1⅜
260 V8, Std. Trans.	63	M	2.79	1.70	1.00	—	2.87	2.1	3	—	—	—	Long	9-Co.[4]	10.0[4]	—	Li.	1
All Aut. Trans. (2-speed)	63–64	A	1 82	1.00	—	—	1.73	15.4	3	7, 2	8	WC	—	—	—	—	—	—
All C4 Dual Range Auto. Trans.	64	A	2.46	1.46	1.00	—	2.20	17[15]	3	2	8	WC	—	—	—	—	—	—
223, 240 6 Cyl., Std. Trans.	64–65	M	3.02[11]	1.80[11]	1.00	—	3.10[11]	3	3	—	—	—	Long	6-Co.	9.5	6.0	Li.	1± 1/8
352, 390 V8s Std. Trans.	64–65	M	2.42	1.61	1.00	—	2.33	3	3	—	—	—	Long	9[13]	11	7.0	Li.	1± 1/8
289 V8 Std. Trans. (4 sp.)	64	M	2.36[14]	1.79	1.41	1.00	2.42	3	3	7, 2	—	—	Long	9	11	7.0	Li.	1
390 V8 4-sp. Man. Trans.	65	M	2.32	1.69	1.29	1.00	2.32	3	3	—	—	—	Long	9-Co.	11	7	Li.	1± 1/8

[1] Overdrive optional, .70 4th gear ratio. [2] '64s Push starting not recommended. [3] Regular drain and refill not recommended
[4] Optional HD clutch, 11 in dia., 9 springs. [5] Fordomatic and Cruiseomatic. [6] Some models air cooled. [7] At 25–30 mph, turn on ignition, shift into low.
[8] Lift rear and carry except for short distances at less than 30 mph in neutral. [9] '59 only. [10] 6 cyl. models air-cooled prior to '61.
[11] '64 ratios, 3.26, 1.84, rev. 3.35. [12] '64, 3 pts. [13] '64, 390 cu. in. eng. 4-Co. [14] W/4 bbl. carb; W/2 bbl. carb, 2.73, 2.03, 1.50, 1.00, 2.86(rev.)
[15] 6 Cyl. 11 pts.

Mustang 170 6 Cyl. Std. Trans.	64	M	3.29	1.83	1.00	—	4.46	2	1	—	—	—	Long	6-Co.	8.5	5.4	Li.	1± 1/8
Mustang 170 6 Cyl. 4-sp. Trans.	64	M	3.16	2.21	1.41	1.00	3.35	3.75	1	—	—	—	Long	—	8.5	5.4	Li.	1± 1/8
Mustang 200 6 Cyl. Std. Trans.	65	M	2.76	1.69	1.00	—	3.74	2	1	—	—	—	Long	9-Co.	8 5	5.4	Li.	1± 1/8
Mustang 200 6 Cyl. 4-sp. Trans.	65	M	2.78	1.93	1.36	1.00	2.78	3[6]	1	—	—	—	Long	9-Co.	10.4	6.5	Li.	1± 1/8
Mustang 260, 289 V8 Std. Trans.	64–65	M	2.79	1.70	1.00	—	2.87	3	1	—	—	—	Long	9-Co.	10.4[5]	6.5	Li.	1± 1/8
Mustang 289 V8 4-sp. Trans.	64–65	M	2.78	1.93	1.36	1.00	2.78	3	1	—	—	—	Long	9-Co.	10.4	6.5	Li.	1± 1/8
Mustang 3-sp. C4 Auto. Trans.	64–65	A	2.46	1.46	1.00	—	2.20	14	1	2	3	WC	—	—	—	—	—	—

[1] Periodic change not recommended. [2] Use booster battery. [3] Lift rear end and carry for distances over 15 miles. [4] V8, 14 pts. [5] '64, 10.
[6] Ford design, 3.5 pts. [7] '64 ratios, 2.73, 2.03, 1.50, rev. 2.80.

FORD (British)																		
All L-head	59	M	3.665	2.007	1	—	4.793[1]	1.68	5000	—	—	—	Ford	6-Co.	7.38	4.5	Hyd.	.10[3]
Consul, Consul 375	59-61	M	2.84	1.642	1	—	3.86	2.5	5000	—	—	—	Ford	6-Co.	8.0	5.25	Hyd.	.0625[3]
Zephyr, Zodiac	59-61	M	2.84	1.642	1	—	3.86	2.5	5000	—	—	—	Ford	6-Co.	8.5	5.75	Hyd.	.0625[3]
Zephyr, Zodiac	59-61	A	2.301	1.435	1	—	2.012	15	15000	[3]	[4]	AC	—	—	—	—	—	—
Anglia, Consul 315 & Capri	60-65	M	4.118	2.396	1.412	1	5.404	1.75	5000	—	—	—	Ford	6-Co.	7.22	5.0	Hyd.	.0625[3]
Consul Cortina	63-65	M	3.543	2.396	1.412	1	3.963	1.75[5]	[5]	—	—	—	Ford	6-Co.	7.25	5.0	Hyd.	.1[2]
	[2] Clearance between cyl. push rod and clutch release arm. [3] Push in neutral to 25–30mph; Select D. [4] Disconnect drive shaft, or rear end lift. [5] SAE 80 E.P., change at overhaul.																	
FORD (German)																		
Taunus 12M, 17M (3 speed)	59-61	M[1]	3.27	1.69	1	—	3.66	2.5	4500	—	—	—	—	6-Co.	—	—	Li.	1.063–1.23
Taunus 17M (4 speed)	59-61	M[1]	3.39	1.98	1.33	1	4.12	2.5	4500	—	—	—	—	6-Co.	—	—	Li.	1.063–1.23
	[1] Overdrive optional, ratio .7:1.																	
HILLMAN																		
Minx IIIA, IIIB, Super, Husky II	60-63	M	3.346	2.141	1.392	1	4.239	2.75	6000	—	—	—	BB	6-Co.	8[6]	—	Hyd.	.094[1]
Minx Series IIIA, IIIB (Auto)	60-61	A[2]	2.96	1.59	1	—	3.08	2.75	6000[3]	[4]	[5]	—	—	—	—	—	—	—
Minx IIIC, V, Husky III	62-65	M	3.746	2.141	1.392	1	4.994	2.75	6000	—	—	—	BB	6-Co.	8	—	Hyd.	—
Minx IIIC, Super Minx Mk I (Auto)	62-63	A[2]	3.24	1.60	1	—	3.36	2.75	6000	[4]	[5]	—	—	—	—	—	—	—
Super Minx Mk I, II	62-64	M	3.35	2.14	1.39	1	4.24	2.75	6000	—	—	—	BB	6	8	—	Hyd.	.094[2]
Super Minx II, Minx V (Auto)	63-65	A[7]	2.39	1.45	1	—	2.09	11.25	—	[8]	[9]	—	—	—	—	—	—	—
	[1] At outer end of withdrawal lever—not at pedal. [2] "Easidrive", electrically controlled. [3] Use multigrade 10W-30 motor oil; 5W-20 below 0°F. [4] Select "D," ignition on, depress accelerator ½. [5] Select "N", ignition off. Long distance—rear end lift and carry. [6] Husky II, 7.25. [7] Borg Warner "35" w/torque conv. [8] In N to 25 mph, then select L. [9] In N. If fluid low, or trans. defective, lift & carry.																	
HUMBER																		
Super Snipe I-V, Imperial	59-65	A[5]	2.31	1.43	1.00	—	2.09	14	25000	[1]	[2]	AC	—	—	—	—	—	—
Super Snipe II, III, IV	60-64	M[3]	2.803	1.611	1.00	—	3.137	3[4]	6000	—	—	—	BB	9-Co.	9	—	Hyd.	—
	[1] In neutral to 25 mph, then select L. [2] Do not exceed 25 mph. For other than short distances, rear end lift and carry. [3] Overdrive optional. [4] Cap. with o'drive, 5.25. [5] Borg-Warner unit. [6] Series III, 2.04.																	
IMPERIAL																		
All	59-65	A	2.45	1.45	1.00	—	2.20	16.5[3]	10000[4]	[1]	[2]	WC	—	—	—	—	—	—
	[1] Push in neutral to 25 mph, then engage Low. [2] Rear end lift and carry. [3] '60 PY1, '61 RY1, 18 pts.; '62 SY1, '63 TY1,; '64 VY1, 15 pts.; '65 AY1, 16.25 pts. [4] '62s, 32000; '63–'65 no periodic change req'd.																	
JAGUAR																		
XK 150, Mk VIII, IX, 3.4, Mk 2	59-62	M[1]	2.98	1.74	1.21	1	2.98	2.5[2]	10000	—	—	—	BB	12-Co.	10.0	—	Hyd.	1.25[5]
2.4 Litre	59	M[1]	2.98	1.74	1.21	1	2.98	2.5[2]	10000	—	—	—	BB	12-Co.	9.0	—	Hyd.	.75
All automatic	59-62	A	—	—	—	—	—	—	15000	[3]	[4]	AC	—	—	—	—	—	—
Optional ratios, all models	59-62	M[1]	3.375	1.982	1.367	1	3.375	2.5[2]	10000	—	—	—	BB	12-Co.	10.0[6]	—	Hyd.	½[10]
XK "E", Mk X[11], Mk II 3.8, 3.8 "S"	59-65	M[1]	3.378	1.86	1.283	1	3.378	2.5[2]	10000	—	—	—	BB	12-Co.	10.0[6]	—	Hyd.	½[10]
3.8 Mk II & "S", Mk X[11] (Auto)	63-65	A	2.308	1.435	1	—	2.009	15	10000	[3]	[4]	AC	—	—	—	—	—	—
3.8 E & S types, Mk X[7]	64	M	2.973	1.746	1.205	1	2.973	2.5	10000	—	—	—	BB	12-Co.	9.85	6.75[8]	Hyd.	½[10]
4.2 Sedan (Man. Trans.)	65	M	3.04	1.973	1.328	1.00	3.49	2.5[2]	12000	—	—	—	Lay.	Dia.	—	—	Hyd.	½[10]
4.2 Sedan (Auto. Trans.)	65	A	2.40	2.40	1.46	1.00	2.1	16	[9]	[3]	[4]	WC	—	—	—	—	—	—
4.2 XKE	65	M	2.68	1.74	1.27	1.00	3.08	2.5	10000	—	—	—	Lay.	Dia.	—	—	Hyd.	½[10]
	[1] Overdrive optional. [2] With overdrive, 4. [3] In neutral to 15–20 mph, then select L. [4] Select neutral, do not exceed 30 mph. [5] XK150, 1.0; 3.4, Mk 2, .75. [6] '63, Mk II, 9.84 OD, 6.75 ID; XKE, 9.84 OD, 6.12 ID, '64–'65, 9.85 OD, 6.75 ID. [7] Optional gear ratios. [8] E-type & Mark X, 6.125. [9] Change after 1000 miles, and on overhaul. [10] At slave cylinder. [11] To '64.																	
KAISER-JEEP																		
CJ-3B, CJ5, CJ6, 4 WD 4 & 6 Cyl	59-65	M	3.339	1.551	1	—	3.798	3	10000	—	—	—	Aub[1]	3-Co.	8.5	5.12	Li.	1
CJ5, CJ6, FC150, FC170 (4 sp.)	59-65	M	6.398	3.092	1.686	1	7.820	6.75	10000	—	—	—	Aub[1]	3-Co.	8.5[2]	5.12	Li.	1[3]
DJ3A S/Wag. (4x2 4 Cyl.)	59-64	M	2.605	1.630	1	—	3.536	1.5	10000	—	—	—	Aub[1]	3-Co.	8.5	5.12	Li.	1
FC150, FC170, 4 WD w/6-230 eng.	59-64	M	2.798	1.551	1	—	3.798	5.75[8]	10000	—	—	—	Aub[1]	3-Co.	8.5[2]	5.12	Li.	1[3]
6-230 & L6-226[12]	59-64	M	2.571	1.550	1	—	3.489	2	10000	—	—	—	Aub[1]	3-Co.	9.25	6	Li.	1
Wagoneer 4 WD (6-230), Gladiator[7]	63-65	M	2.798	1.551	1	—	3.798	2.5	30000	—	—	—	Aub[1]	6-Co.	10	6	Hyd.	.062[9]
Wagoneer 2 WD	63-64	M	2.571	1.550	1	—	3.489	2.75	30000	—	—	—	Aub[1]	6-Co.	9.25	6	Hyd.	.062[9]
Automatic W/6-230 eng.	63-65	A	2.400	1.476	1	—	2	8.5	30000	[4]	[5]	AC[6]	—	—	—	—	—	—

A—Automatic. AC—Air cooled. Aub—Auburn. AW—Air and water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferodo. FS—Fichtel and Sachs. Hyd—Hydraulic. Lay—Laycock Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

TRANSMISSION AND CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
KAISER-JEEP—Continued																		
Gladiator 6-230, 8600GVW	63-65	M	6.398[10]	3.092[10]	1.686	1.00	7.820[10]	6.5[10]	30000	—	—	—	Aub	6-Co.	10.5	6	Hyd.	.062[9]
Automatic W/8-327 V8	65	A	2.481	1.481	1.00	—	2.076	8	24000	[4]	[5]	WC	—	—	—	—	—	—
Gladiator & Wagoneer 8-327	65	M	2.719[11]	1.73[11]	1.00	—	3.444[11]	2.125[11]	30000	—	—	—	BB	6-Co.	10.5	7	Li	1
Gladiator 8-327 (4WD) 4-sp. Trans.	65	M	6.324	3.092	1.686	1.00	7.439	5.5	30000	—	—	—	BB	6-Co.	10.5	7	Li.	1
DJ5, DJ6	65	M	2.605	1.630	1.00	—	3.536	2.5	10000	—	—	—	Aub[1]	3-Co.	8.5	5.12	Li.	1
[1] Or Borg & Beck (Rockford 6-Co. with F4 engines). [2] 9.5 option FC150, FC170; 6-230s/wagon, 9.5; 6-230 pickup, 10; CJ3B, CJ5-5A, CJ6-6A, 9.5 optional. [3] FC150, FC170, .5 in. [4] Push to 25 mph, then engage D. [5] Tow in N (trans. and transfer case); if trans. inoperative raise rear wheels or disengage driveshaft. [6] Air and water cooled on 4 WD models. [7] Two optional 3-speed and one 4-speed available. [8] 4 WD w/6-230 eng., 2.5 pts. [9] At slave cyl. [10] 7600GVW, 2WD, 3.470, 1.920, rev. 4.120, cap. 2.75 pts.; 4WD, 3.170, 1.750, rev. 3.760, 2.75 pts. [11] 2WD model; 4WD, 2.49, 1.57, rev. 3.154, cap. 2.25 pts. [12] 4x2 SW & Wagoneer 2 WD.																	
LAND ROVER																		
All (four wheel drive)	59-63	M[1]	2.996	2.043	1.377	1	2.547	2.5[2]	10000	—	—	—	BB	9-Co.	9.0	—	Hyd.	[4]
All (four wheel drive)	64-65	M[1]	3.6	2.22	1.512	1	3.02	2.5	10000	—	—	—	BB	[3]	9.5	—	Hyd.	[4]
[1] Plus transfer box, ratios 1.148 (high), 2.888 (low). [2] Transfer box, 4.5. [3] Diaphragm type. [4] Slave cyl. not adj.; master cyl. ¼ in. clearance.																		
LINCOLN CONTINENTAL																		
All	59-65	A[1]	2.37	1.48	1.00	—	1.84	17	16000[5]	[3]	[4]	WC	—	—	—	—	—	—
[1] Twin-Range turbo drive. [3] At 25 mph turn on ignition, shift into low. [4] Tow less than 12 miles below 40 mph in neutral; greater distances, lift rear and carry. [5] '60 models, 20000; '61-'64, no periodic changing.																		
MERCEDES-BENZ																		
180, 180c, 180D, 180Dc, 190, 190c	59-65	M	4.05	2.38	1.53	1	3.92	2.5[5]	10000	—	—	—	FS	9-Co.	—	—	Li.[8]	1
190SL, 219, 220S	59-62	M	3.52	2.32	1.52	1	3.29	2.5[5]	10000	—	—	—	FS	9-Co.	—	—	Li.	1
300	59-63	A	2.303[1]	1.435	1	—	2.01	15[5]	20000[2]	[3]	[4]	AW	—	—	—	—	—	—
300SL	59-63	M	3.347	1.977	1.385	1	2.737	2.5[5]	10000	—	—	—	FS	9-Co.	—	—	Li	1
220b, Sb, SEb	60-65	M	3.64	2.36	1.53	1	3.92	2.5[5]	—	—	—	—	FS	9-Co.	—	—	Hyd.	.008-20[6]
190D, 190Dc	62-65	M	4.05	2.38	1.53	1	3.29	2.5[5]	10000	—	—	—	FS	9-Co.	—	—	Li.[8]	18
220SEb, 300SE (Auto. Trans.)	62-65	A	3.98	2.52	1.58	1	4.15	9.75	10000	[3]	[4]	AW	—	—	—	—	—	—
230SL	63-65	M	4.42	2.28	1.53	1	3.92	2.5	12000	—	—	—	FS	9-Co.	—	—	Hyd.	.157[10]
230SL (Auto. Trans.)	63-65	A	3.98	2.52	1.58	1	4.15	9	12000	[3]	[4]	[9]	—	—	—	—	—	—
[1] "Get-away" ratio, 21.1. [2] Or at 12 month intervals, if sooner. [3] In neutral to 25 mph, then select D or L. [4] Select neutral, do not exceed 25 mph. If over 3 miles, rear end lift and carry. [5] Use auto. trans. fluid. [6] Between pedal push rod and master cyl. piston. [7] From ser. 8500341, 3.32, 1.987 and 2.80 reverse. [8] 190c & 190Dc Hyd., .008-20 between pedal push rod and MC piston. [9] Oil cooler in lower radiator. [10] At slave cyl.																		
MERCURY (MONARCH to '61)																		
Comet, All Auto. Trans.	60-62	A	1.75	1.00	—	—	1.50	12	[4]	—	[2]	AC[5]	—	—	—	—	—	—
Comet, W/2 sp. Auto. Trans.	63-64	A	1.82	1.00	—	—	1.75	12.5	[4]	[6]	[2]	AW	—	—	—	—	—	—
Comet 260, 289 V8 Std. Trans.	64-65	M	2.79	1.70	1.00	—	2.87	2[9]	[4]	—	—	—	Long	9-Co.	10[9]	6.8[9]	Li.	1±⅛
Comet 6 Cyl. W/4 sp. Std. Trans.	64	M	3.16	2.21	1.41	1.00	3.35	3.75	[4]	—	—	—	Long	—	8.5	5.4	Li.	1±⅛
Comet W/C4 Auto. Trans.	64-65	A	2.46	1.46	1.00	—	2.20	14	[4]	[6]	[2]	WC	—	—	—	—	—	—
Comet, 6 Cyl. Std. Trans.	60-65	M	2.79[1]	1.70[1]	1.00	—	2.87[1]	3[1]	[4]	—	—	—	Long	9-Co.	8.5	5.4	Li.	1±⅛
Comet 260, 289 V8 4-sp. Man. Trans.	64-65	M	2.78[3]	1.93[3]	1.36[3]	1.00	2.78[3]	3[10]	[4]	—	—	—	Long	9-Co.	10.4[11]	6.5[11]	Li.	1±⅛
[1] '60-'64 ratios, 3.29, 1.75 (1.83 w/170 eng.), rev. 4.46; cap. 2 pts. [2] Do not exceed 30 mph. For distances over 15 miles, rear end lift and carry. [3] '64 ratios, 2.74, 2.04, 1.51, rev. 2.81. [4] Periodic change not recommended. [5] WC with 170 engine in '61 and later. [6] Use booster battery. [9] 260 V8; 289 V8 outside, 10.4, inside 6.5.; '65 O.D. 10.4, I.D. 6.5, trans. capacity, 3. [10] Ford design, 3.5 pts; '64 cap. 3.7 pts. [11] '64 O.D. 10, I.D. 6.8.																		
Meteor 6 Cyl.	62-63	M	3.29	1.83	1	—	4.46	2	[1]	—	—	—	Long	6-Co.	8.5[2]	—	Li.	1
Meteor V8s (Std.)	62	M	2.78	1.61	1	—	3.38	3	[1]	—	—	—	Long	6-Co.	9.5	—	Li.	1
Meteor V8s (O'drive)	62-63	M	2.80	1.69	1	.7	3.80	3	[1]	—	—	—	Long	6-Co.	9.5	—	Li.	1

Meteor Aut. Trans.	62	A	1.75	1	—	—	1.50	11	1	[3]	4	WC	—	—	—	—	—	—
Meteor V8s (Std.)	63	M	3.02[5]	1.84[5]	1.00	—	3.10[5]	2.5	1	—	—	—	Long	6–Co.	9.5	—	Li.	1
Meteor Aut. Trans.	63	A	1.82	1.00	—	—	1.75	1.25[6]	1	[3]	4	WC	—	—	—	—	—	—
352, 390 V8 Std. Trans.	64–65	M	2.42	1.61	1.00	—	2.33	3	1	—	—	—	Long	9–Co.[10]	11.0	7.0	Li.	1±⅛
V8 Eng. W/O'drive	64	M	2.49	1.59	1.00	.72	3.15	3	1	—	—	—	Long	9–Co.	11.0	7.0	Li.	1
V8 3 sp. Auto. Trans.	64–65	A	2.40[9]	1.47	1.00	—	2.00	17[9]	1	7	4	WC	—	—	—	—	—	—
223 6 Cyl. C4 Auto. Trans.	64	A	2.46	1.46	1.00	—	2.20	12.5	1	7	4	WC	—	—	—	—	—	—
Meteor 223, 240 6 Cyl. Std. Trans.	64–65	M	3.02[8]	1.80[8]	1.00	—	3.10[8]	3	1	—	—	—	Long	6–Co.	9.5	6	Li.	1±⅛
Meteor 390 V8 4-sp. Man. Trans.	64–65	M	2.32[11]	1.69[11]	1.29[11]	1.00	2.32[11]	3	1	—	—	—	Long	9–Co.	11	7	Li.	1±⅛

[1] Periodic change not recommended. [2] Heavy duty 9.5 in. available. [3] At 25 mph turn on ignition, shift into low. [4] Over 12 miles, rear end lift and carry.
[5] 221 V8; 260 V8, 2.70, 1.70, 1.00, 2.87. [6] 6 cyl.; V8s, 14 pts. [7] Use booster battery. [8] '64 ratios, 3.26, 1.84, rev. 3.35.
[9] 2 sp. auto. trans. available, 1.75, 100, 1.50 (rev.), 15.5 pt. (cap.). [10] 390 V8, 4-Co. [11] '64 ratios, 2.36, 1.79, 1.41, rev. 2.42.

All	59	A	2.40	1.46	1.00	—	2.00	17	15000	6	7	WC	—	—	—	—	—	—
Park Lane, Sceptre	59	A	2.37	1.48	1.00	—	1.84	17	15000	6	7	WC	—	—	—	—	—	—
All, (except Pk. Lane, Sceptre)	59	M	2.37	1.51	1.00	—	2.81	3	[5]	—	—	—	BB	Co.	10.5[3]	6.5	Li.	¾–1
All Std. Trans.	60	M	2.37	1.51	1.00	—	2.81	2.5	[5]	—	—	—	Long	—	10.5	—	Li.	⅞±⅛
All Auto Trans. single range[8]	60	A	2.40	1.47	1.00	—	2.00	17	20000	—	7	WC	—	—	—	—	—	—
All 430 V8 dual range	60	A	2.37	1.48	1.00	—	1.84	17	20000	—	7	WC	—	—	—	—	—	—
All Auto Trans (2-speed)	61–62	A	1.75	1.00	—	—	1.50	17	[5]	—	7	WC	—	—	—	—	—	—
All Auto Trans (3-sp. Dual Range)	61–63	A	2.40	1.47	1.00	—	2.00	17	[5]	—	7	—	WC	—	—	—	—	—
6 Cyl. Std. Trans.	62–63	M	3.20	1.86	1	—	3.83	2.1	[5]	—	—	—	Long	6–Co.	9.5	6.0	Li.	1¼±⅛
6 Cyl. O'drive Trans.	62–63	M	2.80	1.69	1	.7	3.80	2.1	[5]	—	—	—	Long	6–Co.	9.5	6.0	Li.	1¼±⅛
292 V8 Std. Trans.	62	M	2.78	1.61	1	—	3.38	2.5	[5]	—	—	—	Long	9–Co.	10.0	—	Li.	1¼±⅛
292 V8 O'drive Trans.	62	M	2.80	1.69	1	.7	3.80	2.5	[5]	—	—	—	Long	9–Co.	10.0	—	Li.	1¼±⅛
352, 390 V8s Std. Trans.	62–63	M	2.37	1.51	1	—	2.81	2.8	[5]	—	—	—	Long	9–Co.	11.0	—	Li.	1¼±⅛
352, 390 V8s O'drive Trans.	62–64	M	2.49	1.59	1	.72	3.15	2.8[9]	[5]	—	—	—	Long	9–Co.[10]	11.0	—	Li.	1¼±⅛
260 V8, Std. Trans.	63	M	2.79	1.70	1.00	—	2.87	2.1	[5]	—	—	—	Long	9–Co.[2]	10.0[2]	—	Li.	1
All Auto. Trans. (2-speed)	63	A	1.82	1.00	—	—	1.73	15.4	[5]	6	7	WC	—	—	—	—	—	—
352, 390 Std. Trans.	64–65	M	2.42	1.61	1.00	—	2.33	3	[5]	—	—	—	Long	9[10]	11	7.0	Li.	1±⅛
352, 390 V8 C4 Auto. Trans.	64–65	A	2.40	1.47	1.00	—	2.00	17	[5]	1	7	WC	—	—	—	—	—	—
390 V8 4-sp. Man. Trans.	64–65	M	2.32[4]	1.69[4]	1.29[4]	1.00	2.32[4]	3	5	—	—	—	Long	9-Co.	11	7	Li.	1±⅛

[1] Use booster battery. [2] Optional HD clutch, 11 in. dia., 9 springs. [3] 312 engine; 383 engine. 11 in. [4] '64 ratios, 2.36, 1.79, 1.41, rev. 2.42.
[5] Regular drain and refill not recommended. [6] At 25–30 mph. turn on ignition, shift into low. [7] Rear lift and carry except for short distance towing below 30 mph in neutral. [8] And 383 V8 dual range. [9] '64s, 3 pt. [10] '64, 390 V8, 4-Co.

METEOR to '61 (See Ford)

METROPOLITAN

1500	59–62	M	2.84	1.49	1	—	3.38	4.5	6000	—	—	—	BB	-Co.	8.0	5.75	Hyd.	—

MG

All MGA models	59–62	M	3.64	2.214	1.374	1	4.76	4[1]	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	.0312[2]
Magnette Series III	59–61	M	3.945	2.403	1.49	1	4.755	5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	—
Midget, Midget III	61–65	M	3.20	1.916	1.357	1	4.12	2.3	6000	—	—	—	BB	6–Co.	6.25[8]	4.25	Hyd.[3]	.125
Magnette Mk IV, MGB	62–65	M	3.64	2.22	1.380	1	4.75	4.5[7]	6000	[4]	[5]	Air	BB	6–Co.[6]	8	—	Hyd.	.156
MG 1100	63–65	M	3.63	2.17	1.41	1	3.63	8.5	3000	—	—	—	Own	6–Co.	7.13	—	Hyd.	.125

[1] Twin Cam, 4.75; 1600 Mk II, 4.5. [2] MGA 1600. [3] '61, mechanical [4] Push to 25 mph in neutral, select L. [5] Rear end lift & carry.
[6] MGB, diaphragm spring. [7] MGB, 2.25 pts. [8] '64–'65, Midget III, 7.25

MORRIS

Minor 1000	59–64	M	3.628	2.374	1.412	1	4.664	1.5	6000	—	—	—	BB	6–Co.	6.25	4.25	Li.	.75
Oxford Series V, VI	59–65	M[7]	3.637	2.215	1.373	1	4.755	4.5	6000	1	2	—	BB	6–Co.	8.0	5.75	Hyd.	.156
850, 1100	60–65	M	3.628	2.172	1.412	1	3.628	[4]	[4]	—	—	—	Own	6–Co.	7.125	5.25	Hyd.	.125[5]
Mini Cooper	62–65	M	3.2	1.916	1.357	1	3.2	[4]	[4]	—	—	—	Own	6-Co.	7.125	—	Hyd.	.125[6]
Super 850	62–65	M	3.64	2.164	1.407	1	3.64	[4]	[4]	—	—	—	Own	6-Co.	7.125	—	Hyd.	.125[6]

[1] Push to 25 mph, select low. [2] Rear end lift and carry. [3] Overdrive optional. [4] Transmission in unit with engine. See engine specs.
[5] Plus .045 in. between clutch lever and adjusting bolt. [6] Plus .060 clearance at clutch return stop. [7] Auto trans. optional on '63.

A—Automatic. AC—Air cooled. Aub—Auburn. AW—Air and water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferodo.
FS—Fichtel and Sachs. Hyd—Hydraulic. Lay—Laycock Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

TRANSMISSION AND CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
NSU																		
All	60-65	M	4.14[1]	2.21	1.41	1	5.38	3.75[2]	1000[2]	—	—	—	—	6-Co.	—	—	Cab	.8-1.2
[1] Synchromesh trans.; non-synchro., 4.37. [2] Includes engine and final drive; use SAE 20 motor oil.																		
OLDSMOBILE																		
88, Super 88	59-64	M	2.15	1.37	1	—	2.28	2[1]	[3]	—	—	—	—	9-Co.	11.0	7.0	Li.	1-1.25
88, Super 88, 98	58	A	3.96	2.55	1.55	1	3.74	18	25000	—	[6]	—	—	—	—	—	—	—
88, Super 88, 98	59-60	A	3.96	2.55	1.55	1	3.74	19	25000	[5]	[6]	WC	—	—	—	—	—	—
88, Super 88, 98	61-62	A	3.56	1.56	1	—	3.53	12.5	25000	[5]	[6]	WC	—	—	—	—	—	—
F-85 (3-speed)	61-63	M	2.57	1.55	1	—	3.49	1.75	[3]	—	—	—	—	6-Co.[7]	9.5[7]	6.0[7]	Li.	.875-1.0
F-85 (3-speed)	61-62	A	3.64	1.58	1	—	3.57	8.0	25000	[5]	[6]	WC	—	—	—	—	—	—
88, Super 88, 98, Starfire	63-64	A	3.32	2.93	1.56	1	3.11	9	24000	—	—	WC	—	—	—	—	—	—
F-85 (4-speed)[10]	63	M	2.54	1.92	1.51	1	2.61	2	[3]	—	—	—	—	6-Co.[7]	9.5[7]	6.0[7]	Li.	.875-1.0
F-85 (4-speed)	63	A	3.64	3.03	1.57	1	3.57	7	24000	—	—	—	—	—	—	—	—	—
F-85 & Jetstar 88 (3 sp.)	64-65	M[9]	2.58	1.48	1.0	—	2.58	1.75	[3]	—	—	—	Own	Co.	9.12[10]	6.12[10]	Li.	.75-1
F-85 & Jetstar 88	64-65	A	1.76	1.0	—	—	1.76	5[12]	24000[13]	[5]	[6]	WC	—	—	—	—	—	—
F85 W/400 V8	65	M[11]	2.59	1.60	1.0	—	3.33	1.75	[3]	—	—	—	Own	Co.	11.0	6.5	Li.	.75-1
425 V8 Man. Trans.	65	M[11]	2.49	1.59	1.0	—	3.15	2.5	[3]	—	—	—	—	Co.	10.5	6.5	Li.	.75-1
425 V8 Auto. Trans.	65	A	2.48	1.48	1.0	—	2.07	6.75[12]	24000[13]	—	—	WC	—	—	—	—	—	—
[1] '63, cap. 2⅛ pts; '64, 1.75 pts. [3] No periodic change req'd. [5] Use booster battery. [6] Select neutral, do not exceed 30 mph. [7] '63 Jetfire, 9-Co., outer dia. 10, inner 6.75. [9] 4 sp. ratios, 2.56, 1.91, 1.48, 1.0, 2.64 (rev.), cap. 1.75 pts.; '64 clutch, 11 OD, 7 ID, 1-1.25 free travel. [10] W/V6; w/V8, 10.40, 6.50; Vista Cruisers 11.0, 6.5. [11] 4-sp. ratios, 2.20, 1.64, 1.28, rev. 2.27. [12] Drain & refill only; unit disassembled, 15 pts. [13] For H.D. operation, 12000.																	
PANHARD																		
PL17, PL17 Tiger	60-64	M[1]	2.68	1.50	1	.77[1]	2.93	1.4[2]	—	—	—	—	Fer	6-Co.	—	—	Cab	.39-.43[3]
[1] Overdrive standard. [2] Includes drive axle. [3] Between release lever and stop on c/case.																		
PEUGEOT																		
403, 403-7	59-65	M	4	2.24	1.44	1.0	4.33	2.75	3.6M[1]	—	—	—	Fer.	6-Co.	7.86	5.21	Li.	.79
404	61-65	M	4.1	2.2	1.42	1	4 4	4.5	—	—	—	—	Fer.	9-Co.	8.45	5.7	Li.	.75
[1] Use motor oil SAE 30 (summer) SAE 20 or 10 (winter).																		
PLYMOUTH																		
P30, LP1, MP1	59	M	2.50	1.68	1	.07[8]	3.20	2.3	20000	—	—	—	BB	9-Co.	9.25	6.0	Li.	1.0
LP2, MP2	59	M	2.31	1.55	1	.07[8]	2.96	2.3	20000	—	—	—	BB	9-Co.	10.0	6.75	Li.	1.0
LP1, LP2, MP1, MP2	59	A	1.72	1.0	—	—	2.39	16.7	10000	[6]	[7]	WC	—	—	—	—	—	—
LP2, MP2	59	A	2.45	1.45	1	—	2.20	14	10000	[6]	[7]	WC	—	—	—	—	—	—
PP1, RP1 (6 Cyl.)	60-61	M[10]	2.5[2]	1.68	1[2]	—	3.2[2]	4	20000	—	—	—	BB	6-Co.	9.25	6	Li.	1.0
PP2, RP2 (313 V8)	60-61	M[11]	2.12	1.43	1	—	2.73	3[3]	20000	—	—	—	BB	9-Co.	10	6.75	Li.	1.0
All Auto. Trans.	60-65	A	2.45	1.45	1	—	2.2	18[3]	10000[9]	[6]	[7]	WC	—	—	—	—	—	—
SP1, SP2, TP1, TP2, VP1, AP1	62-65	M	2.95	1.83	1	—	3.80	4	32000	—	—	—	BB	9-Co.[1]	9.12[1]	6.12[1]	Li.	1.0[14]
TP2-P[12], VP2-P	63-64	M	2.55	1.49	1	—	3.34	3.75	32000	—	—	—	BB	12-Co.	10.5	6.5	Li.	.156[13]
VP2, AP2 (383, 413 V8)	64-65	M	2.66	1.91	1.39	1.00	2.58	6	[9]	—	—	—	BB	12-Co.	10.5	6.5	Mech.	.156
VP2, AP2 (313, 318 V8)	64-65	M	3.02[14]	1.76[14]	1.00	—	3.95[14]	4	[9]	—	—	—	BB	9-Co.	10.0	6.75	Li.	.156
[1] SP2, 12-Co., 10 in. OD, 6.75 in. ID; VP1, AP1, 9Co., 9.25,6.0. [2] RP1 ratios, 2.71-1.81-1, reverse 3.49. [3] RP2 std. trans., 4; auto. trans., 16; SP2, TP2, TP2-P, auto. 15 pts; VP2, 16.5 pts. [4] Select neutral. [6] Push in neutral to 25 mph, then select low. [7] Rear end lift and carry. [8] Optional overdrive. [9] '63-'64, no periodic change req'd. [10] Torque-Flite optional. [11] Powerflite (2 speed) or Torque-Flite optional. [12] U.S. only. [13] At clutch fork. [14] '64 ratios, 2.12, 1.43, rev. 2.73.																	
PONTIAC (*Canadian Prod'n*)																		
20, 22, 7000 (6 Cyl.)	59-62	M	2.94	1.68	1	—	2.94[19]	1.75	[1]	—	—	—	—	Dia	10.0[2]	6.125[2]	Li.	.75-1.0
20, 22 (Turboglide)	59-61	A	—	—	—	—	—	6[17]	25000	—	—	WC	—	—	—	—	—	—

7000 (283 V8 & 348 V8)[15]	59–61	M	2.47	1.53	1	—	2.80	1.75	1	—	—	—	—	Dia.	10.0[16]	6.0[16]	Li.	.75–1.0
7000, 75000 (all Powerglide)	59–65	A	1.82[20]	1	—	—	1.82	7.5[17]	24000[21]	—	[5]	WC	—	—	—	—	—	—
7000, 75000, 283 V8 & 6 Cyl.[10]	61–65	M	2.94	1.68	1	—	3.33[8]	1.75	[1, 4]	—	—	—	Own	Dia.	10.0[9]	6.0[9]	Li.	.75–1.0[9]
7000, 75000 (327 V8)	62–65	M	2.47[6]	1.53	1	—	2.80	1.75	[1, 4]	—	—	—	Own	Dia.	10.5[7]	6.5	Li.	.75–1.0[7]
7000 (327, 409 V8 opt. 4-spd.)	63	M	2.54	1.92	1.51	1	2.61	2.5	[1]	—	—	—	—	Dia.	10.5	6.5	Li.	.75–1.0
7000, 75000 (All eng. 4 sp. trans.)	64–65	M	2.56[5]	1.91	1.48	1.0	2.64	2.5[3]	[4]	—	—	—	—	Dia.	10.4[11]	6.5	Li.	.875–1.125

[1] Seasonal—MP90 summer, MP80 winter. [2] '58–'61, 9.5x6.0. [3] '65, 20. [4] '64–'65, no periodic change required. [5] '64 409 V8, (400, 425 hp.), ratios 2.20, 1.64, 1.28, rev. 2.27. [6] '64–'65, ratios 2.58, 148, 1.0, 2.58 (rev.). [7] '64–'65, 10.4, .875–1.125. [8] '64–65, 2.94 (rev.). [9] '64–'65, w/6 cyl., 9.12 OD, 6.12 ID; w/283 V8, 10. OD, 6.5 ID; '64 .875–1.125. [10] 6 cyl. from '64. [11] 409 V8, 11.0 O.D. [15] '59–'61, 348 V8s only. [16] '59 and '61 348 V8, 10.5x6.5. [17] '60–'62 Powerglide, 8; '60 and '61 Turboglide, 4; '63 Powerglide w/alum. case, 3½ pts.; '64–'65, 2.5 pts. [19] '61, 3.34. [20] 327, 409 V8, 1.76. [21] H'y. duty operation, 12000.

(*U.S. Prod'n*)

21, 23, 24, 25, 27, 28	59–60	M	2.21	1.32	1	—	2.51	1.75	1	—	—	—	—	Dia.[14]	11.0	7.0	Li.	.5–.75
21, 23, 24, 25, 26, 27, 28	59–60	A	3.97	2.55	1.55	1	3.74	19[7]	25000	[12]	[5]	WC	—	—	—	—	—	—
21, 23, 24, 25, 26, 27, 28 (h. d. trans.)	60–61	M	2.49	1.59	1	—	3.15	2.25	1	—	—	—	BB	12–Co.	11.0[18]	7.0[18]	Li.	.75
23, 2500	61–63	M	2.47	1.53	1	—	2.63	1.5	1	—	—	—	BB	12–Co.[2]	10.5[2]	6.5[2]	Li.	.75
26, 27, 28, 29	61–64	M	2.49	1.59	1	—	3.15	2.25	1	—	—	—	BB	12–Co.[2]	10.5[2]	6.5[2]	Li.	.75
23, 26, 27, 28, 29 (4 sp.)	61–64	M	2.54[16]	1.92	1.51	1	2.61	2.0	1	—	—	—	BB	12–Co.[2]	10.5[2]	6.5[2]	Li.	.75
Aut. Trans., 4 sp. Hydra-Matic[21]	61–64	A	3.97[21]	2.55	1.55	1	3.74	15[3]	25000[3]	[12]	[5]	WC	—	—	—	—	—	—
Aut. Trans., 3 sp. Hydra-Matic	61–64	A	3.64	1.58	1	—	3.57	9.25	25000	[12]	[5]	WC	—	—	—	—	—	—
23 Series (Catalina)	64	M	2.58	1.48	1.0	—	2.58	1.5	1	—	—	—	Own	Co.	10.4	6.5	Li.	.75
Auto. Trans., 3 sp. Hydra-Matic	64	A	2.93	1.56	1.0	—	2.49	10	24000	—	—	WC	—	—	—	—	—	—
252, 256, 262, 26600 Series	65	M	2.42	1.61	1.0	—	2.33	3	[1]	—	—	—	Own	Dia.	10.4[23]	6.5	Li.	.75
252, 256, 262, 26600 Series (4-sp.)	65	M	2.56	1.91	1.48	1.0	2.64	2	[1]	—	—	—	Own	Dia.	10.4[23]	6.5	Li.	.75
Auto. Trans. (3-sp. Hydra-Matic)	65	A	2.48	1.48	1.0	—	2.08	5	24000[22]	—	—	WC	—	—	—	—	—	—

[1] Periodic change not recommended. [2] '63, Disc, 10.4 OD, 6.5 ID. [3] '63, 8.25, change 30000 miles; '64, 15 pts., 25000 mi. [5] Remove drive shaft or rear end lift and carry. [7] '60 models, 15. [11] '58–'61 models, 1.75. [12] Use booster battery. [14] '59 and '61 models 12 coil. [16] '64, w/421 cu. in. eng., ratios 2.20, 1.64, 1.31, 1.0, 2.26 (rev.). [18] '61 23, 25, 26, 27, 28 series, 10.5x6.5. [21] Star Fire and Bonneville: Catalina, Grand Prix ratios, 3.50, 2.93, 1.56, 1.0, 3.45, capacity 3.5 pts., change 3000 miles. [22] For H.D. operation, 12000. [23] 262-26600 series, H.D. clutch, 11.0 O.D.

Tempest (std. trans.)	61–63	M	2.94[6]	1.68	1	—	3.32	2.5	—	—	—	—	BB	9–Co.[2]	9.25[2]	6.0[2]	Li.	1±1/8
Tempest	61–63	A	1.82	1	—	—	—	5	25000	[1]	[13]	AC	—	—	—	—	—	—
Tempest, (O'drive trans.)	62–63	M	3.65	2.35	1.44	1	3.66	3[15]	[1]	—	—	—	BB	9–Co.[2]	9.25[2]	6.0[2]	Li.	1±1/8
Tempest 6 Cyl.	64–65	M	2.94	1.68	1.1	—	2.94	1.75	[3]	—	—	—	Own	Dia.	9.12	6.125	Li.	1.0
Tempest V8 and G.T.O.	64–65	M	2.58	1.48	1.1	—	2.58	1.75	[3]	—	—	—	Own	Dia.	10.40	6.5	Li.	1.0
Tempest, 6 Cyl. & V8 4-sp. Trans.	64–65	M	2.56	1.91	1.48	1.0	2.64	2	[3]	—	—	—	Own	Dia.	9.12[4]	6.125[4]	Li.	1.0
Tempest Auto. Trans.	64–65	A	1.76	—	1	—	1.76	2	24000[7]	—	—	AC[5]	—	—	—	—	—	—
Tempest G.T.O. 4-sp.	65	M	2.20	1.64	1.28	1.0	2.27	2	[3]	—	—	—	Own	Dia.	10.40	6.5	Li.	1.0

[1] Push to 25–30 mph, then engage L. [2] Tempest 4 cyl., disc 9.4 OD, 6.25 ID. [3] Periodic change not required. [4] W/6 cyl. eng.; W/V8 eng., 10.40, 6.5. [5] W/V8 eng. WC. [6] '63 ratios, 2.47, 1.53, 1.0, 2.47 (rev.). [7] For H.D. operation, 12000. [13] Do not exceed 30 mph. [15] '63, 5.75.

PORSCHE

56A, 356B, 356C	59–65	M	1	1	1	1		5.5	3000[2]	—	—	—	Haut	Dia.	7.05–13	4.88–92	Li.	7/8±3/32
911	65	M	3.07	1.77	1.21	0.96[4]	[4]	5	10000	—	—	—	FS	—	—	—	Li.	7/8±3/32

[1] Optional. [2] In adverse conditions, 1500. [3] Hausmann. [4] Fifth gear, 0.82, rev. not known.

RAMBLER

American (L-Head)	59–65	M[1]	2.61	1.63	1	—	3.54	1.5[2, 9]	10000[6, 13]	—	—	—	BB	6–Co.	8.0[11, 18]	5.375[11, 18]	Li.	.5–.75
All 6 Cyl. OHV	59–65	M[1]	2.61	1.63	1	—	3.54	1.5[2]	10000[6, 13]	—	—	—	BB	6–Co.	8.5[18]	5.13[18]	Li.	.5–.75
Rebel & Classic V8, 232 6 Cyl.	59–65	M[1]	2.571	1.55	1	—	3.489	1.9[2]	10000[6, 13]	—	—	—	BB	6-Co.[12]	10.0	7.0[5]	Li.	.5–.75
Ambassador V8	59–65	M[1]	2.49	1.587[10]	1	—	3.154	3.3[15]	10000[6, 13]	—	—	—	BB	6-Co.[12]	10.5	6.5	Li.	.5–.75
All V8s W/Auto. Trans.	59–65	A	2.40	1.47	1	—	2.00	16.6[3]	15000[13]	[7]	[8]	AC[4]	—	—	—	—	—	—
All 6 cyl. W/auto. Trans	63–65	A	2.39	1.45	1	—	2.09	15	[13]	[7]	[8]	AC	—	—	—	—	—	—

[1] Overdrive optional. Overdrive ratio, 0.7:1. [2] Add 1 pt. with overdrive. [3] 80 Series, 18.4. [4] 20, 80 series water-cooled. [5] '64–'65, 6.75 ID. [6] Straight mineral gear oil required. [7] At 30 mph turn on ignition, place selector in D1. [8] Place selector in N (neutral), tow at reasonable speed. [9] '63–'65, 1.25. [10] '63, 1.86. [11] '63, 8.5 OD, 5.5 ID; '64–'65, 9.13 OD, 6.13 ID [12] '59–'64, 327 V8, 12-Co.; 287 V8, 9-Co. [13] '63–'65, no periodic change req'd. [15] '64, cap. 4 pts. [18] '64–'65, 9.13 OD, 6.13 ID.

A—Automatic. AC—Air cooled. Aub—Auburn. AW—Air and water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferodo. FS—Fichtel and Sachs. Hyd—Hydraulic. Lay—Laycock Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

TRANSMISSION AND CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
RENAULT																		
Dauphine	59–65	M	3.7	1.81	1.07[3]	—	3.7	2	6000	—	—	—	Fer[2]	6–Co.	6.3	4.33	Li.	.75
Caravelle, Gordini	60–65	M	3.7	2.27	1.52	1.03	3.7	2	6000	—	—	—	Fer[2]	6–Co.	6.3	4.33	Li.	.75
Estafette	60–65	M	4.4	2.59	1.55	1	4.0	2.6	6000	—	—	—	Fer	6–Co.	6.3	4.33	Li.	.75
Caravelle S-4, R8	63–65	M	3.7	2.27	1.52	1.03	3.7	3.25	6000	—	—	—	Dia.	4–Co.	6.3	4.33	Li.	.75
R4	63–65	M	3.8	1.89	1.03	—	3.8	5.5	6000	—	—	—	Fer	6–Co.	6.3	4.33	Li.	.75
All Auto. Trans.	64–65	A	3.54	1.81	1.03	—	3.60	9.5	6000	[4]	[4]	N.A.	[5]	—	—	—	—	—
	[1] 59–61 models, 1.08. [2] Ferlec automatic (magnetic) clutch optional. [3] Up to early '60 models; later models, 1.034.																	
RILEY																		
One-Point Five, 4/Sixty Eight	59–61	M	3.637	2.215	1.373	1	4.755	5	6000	—	—	—	BB	6–Co.	8.0	5.75	Hyd.	—
2.6	59	M	3.315	2.06	1.435	1	4.493	5	6000	—	—	—	BB	9–Co.	9.0	6.0	Hyd.	—
2.6	59	A	—	—	—	—	—	13.5	25000		[2]	AC	—	—	—	—	—	—
4/72	62–65	M[4]	3.64	2.22	1.374	1	4.75	4.5	6000	[3]	[2]	Air	BB	6–Co.	8	—	Hyd.	.156
	[2] Rear end lift and carry. [3] Push in neutral to 25 mph, select L. [4] Auto. trans., optional.																	
ROVER																		
3 litre (manual)	59–65	M[8]	3.376	2.043	1.377	1	2.968	3.5[9]	9000	—	—	—	BB	12–Co.	10	—	Hyd.	[10]
3 litre (automatic)	59–65	A[11]	2.308	1.435	—	1	2.009	15	12000	—	[12]	AC	—	—	—	—	—	—
100	60–64	M	3.376	2.043	1.377	1	2.968	5	9000	—	—	—	BB	9–Co.	9.16	—	Li.	.75
2000	65	M	3.62	2.133	1.39	1.0	2.92	1.75	5000	—	—	—	BB	Dia.	8.5	—	Hyd.	.25
	[8] Overdrive with .778 ratio available. [9] With overdrive, 5. [10] .06–.09 at slave cylinder. [11] Borg-Warner unit. [12] Rear end lift and carry.																	
SIMCA																		
Aronde, "5"	59–62	M	3.831[1]	2.347	1.468	1	4.717	2	20000	—	—	—	[2]	9–Co.	7.145	4.88	Li.	.75
Vedette	59–60	M	—	—	1	—	—	—	7500	—	—	—	—	9–Co.	—	—	Li.	.8–1.0
1000	63–65	M	3.54	2.12	1.44	1.33	3.43	3.1[3]	—	—	—	—	Fer.	9–Co.	6.29	—	Hyd.	—
	[1] Some '61 models, 2.38. [2] Simca-Dana. [3] Total trans.-axle capacity.																	
SINGER																		
Gazelle Series III	59	M[1]	3.187	2.47	1.49	1	4.937	2.75	6000	—	—	—	BB	6–Co.	—	—	Hyd.	.0937[2]
Gazelle Series IIIA, IIIB	60–61	M[1]	3.346	2.141	1.392	1	4.239	2.75[3]	6000	—	—	—	BB	6–Co.	8.0	—	Hyd.	0937[2]
Gazelle Series IIIA, IIIB	60–61	A[7]	2.96	1.59	1.00	—	3.08	2.75	6000[4]	[5]	[6]	—	—	—	—	—	—	—
	[1] Overdrive optional. [2] At end of withdrawal lever. [3] Overdrive, 4.0. [4] Use multigrade 10W–30 motor oil; 5W–20 below 0°F. [5] Select "D", ignition on, depress accelerator ½. [6] Select "N," ignition off. Over long distance, rear end lift and carry. [7] "Easidrive," electrically controlled																	
SKODA																		
All	59–64	M	4.27	2.46	1.59	1	5.61	1.23	3000[1]	—	—	—	Own	6–Co.	7.87	5.51	Li.	.75
1000 MB	65	M	3.8	2.12	1.41	.96	3.27	2.5	6000	—	—	—	Own	6–Co.	—	—	Hyd.	—
	[1] 4500 on '63 models.																	
STANDARD																		
Vanguard, Ensign	59–62	M[1]	3.54	1.67	1	—	4.0	1.5	12000	—	—	—	BB	9–Co.	9.15	6.12	Hyd.	.875
Vanguard, Ensign (Auto. Trans)	59–62	A	—	—	—	—	—	13.5	25000		—	AC	—	—	—	—	—	—
Vanguard Six	61–62	M	3.13	1.67	1	—	4.11	1.5	12000	—	—	—	BB	—	8.0	5.75	Hyd.	.675
	Overdrive optional. [2] Push in neutral to 25 mph, select D.																	
STUDEBAKER																		
All 6 Cyl. (Std. Trans.)	59–63	M[1]	2.605	1.63	1	0.7[1]	3.535	1.9[3]	10000	—	—	—	BB	6–Co.[15]	8.0[16]	5.375[16]	Li.	1.0
259 V8 (Std. Trans.)	59–64	M[1]	2.57	1.55	1	0.7[1]	3.48	3[14]	10000	—	—	—	BB	9–Co.	10.0	6.5	Li.	1.0
All Auto. Trans.	59–64	A	2.40	1.47	1	—	2.00	15	15000	[5]	[6]	AC[11]	—	—	—	—	—	—
289 V8 (Std. Trans.)	60–64	M[1]	2.57	1.55	1	0.7[1]	3.48	3.1	10000	—	—	—	BB	9–Co.	10.25[17]	6.5	Li.	.75
Hawk V8 (4 speed, floor shift)	61–63	M	2.2	1.66	1.31	1	2.25	1.25	10000	—	—	—	BB	9–Co.	10.0	6.5	Li.	1.0
289 V8 W/4 sp. Trans.	63–64	M	2.54	1.89	1.51	1	2.61	2.1	10000	—	—	—	BB	9–Co.	10.25[18]	6.5	Li.	75[1]
All 6 Cyl.	64	M[1]	3.11	1.80	1.0	.7[1]	4.22	1.9	[7]	—	—	—	BB	6–Co.	8.5	5.5	Li.	1.0

All 6 Cyl., Std. Trans.	65	M	3.11	1.8	1.0	.7[1]	4.22[2]	2.3[4]	[7]	—	—	—	Inland	Dia.	9.125	6.125	Li.	.75–1.125
All V8, Std. Trans.	65	M	2.57	1.55	1.0	.7[1]	3.489	3.8[4]	[7]	—	—	—	Inland	Dia.	10.0	6.5	Li.	.75–1.125
All Auto. Trans. (Opt.)	65	A	2.40	1.47	1.0	—	2.0	15	[7]	[5]	[6]	A[8]	—	—	—	—	—	—

[1] Optional overdrive. [2] 3.489 w/o'drive. [3] Add .8 pt. for overdrive. [4] O'drive, 3.4 pts. [5] Push in neutral to 20 mph, select Low.
[6] Rear end lift and carry. [7] No periodic change recommended. [8] V8, water cooled. [10] 4.6 with overdrive. [11] Taxi model, WC. [14] Overdrive 3.25 pts.
[15] Taxi models, 9-Co. [16] Taxi, 10.5 OD, 6.5 ID; '63s, 8.5 OD, 5.5 ID. [17] 10 in '61, '63, '64; Avanti 10.5. [18] Avanti, 10.5.

SUNBEAM

Rapier Series III, IIIA, Alpine Series I	60–63	M[1]	3.35	2.14	1.39	1	4.24	2.75[3]	6000	—	—	—	BB	6–Co.[4]	8	—	Hyd.	.094[3]
Alpine Series II, III, Rapier IV	61–64	M[1]	3.35[5]	2.14	1.39	1	4.24	2.75[3]	6000	—	—	—	BB[10]	9–Co.[10]	8.0	—	Hyd.	.094[3]
Alpine IV	64–65	A	2.39	1.45	1	—	2.09	11.25	—	[6]	—	—	—	—	—	—	—	—
Imp Sedan	64–65	M	3.42	1.83	1.17	0.85	2.85	4.5[8]	15000	—	—	—	Lay	Dia.	5.5	—	Hyd.	[9]
Minx Deluxe, Alpine IV, Rapier IV	65	M	3.35	2.14	1.39	1.00	3.57	3.5	6000	—	—	—	Lay.	Dia.	8.00	—	Hyd.	[9]
Tiger 260 V8	65	M	2.32	1.69	1.29	1.00	2.32	3.25	N/A	—	—	—	Ford	12-Co.	10.0	—	Hyd.	[9]

[1] Overdrive optional (standard on Series I Rapier). [2] Measured at outer end of withdrawal arm. [3] With overdrive, 4.
[4] Rapier IIIA, 9–Co. [5] Series III ratios, 2.96–1.89–1.23–1–3.75. [6] In N to 25 mph, then select L. [8] Transaxle EP80/EP75 ( ). [9] Preset.
[10] Alpine & Rapier, (late '65 models), Laycock diaphragm clutch.

THUNDERBIRD

352 V8 Std. Trans.	60	M	2.49	1.59	1.00	—	3.15	2.5	[1]	—	—	—	Long	9–Co.	11.0	7.0	Li	1¼ ± ⅛
352 V8 Auto. Trans.	60	A	2.40	1.47	1.00	—	2.00	17	20000	—	[2]	WC	—	—	—	—	—	—
430 V8 Auto. Trans.	60	A	2.37	1.48	1.00	—	1.84	17	20000	—	[2]	WC	—	—	—	—	—	—
390 V8 Dual Range AT	61–65	A	2.40	1.47	1.00	—	2.00	16.5[3]	[1]	[4]	[2]	WC	—	—	—	—	—	—

[1] Regular drain and refill not recommended. [2] Do not exceed 30 mph. Rear end lift and carry if over 12 miles. [3] Refill capacity. Dry system, 20 pts.; '64 Refill 20 pts. Dry system, 23 pts. [4] Use booster battery.

TRIUMPH

TR3	59–62	M[1]	3.38	2.00	1.325	1	4.35	1.5	12000	—	—	—	BB	9–Co.	9.15	6.5	Hyd.	.875
Sedan, Wagon, Pennant, Herald	59–63	M	4.27	2.46	1.45	1	4.27	1.5	12000	—	—	—	BB	6–Co.	6.25	4.25	Hyd.	.05
TR4, TR4A	62–65	M[1]	3.14	2.01	1.33	1	3.22	1.5	12000[2]	—	—	—	BB	9-Co.[3]	9.15[3]	6.5	Hyd.	.875

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GRAHAM AUTOMOTIVE MANUFACTURING LIMITED

TRANSMISSION AND CLUTCH

MAKE & MODEL	YEAR	TRANSMISSION											CLUTCH					
		Type	Gear Ratios					Lubrication		Automatic			Make	Pressure Springs No. & Type	Facing		Actuation	Pedal Free Travel
			First	Second	Third	Fourth	Reverse	Cap. (Pts.)	Change Interval (miles)	Push Start Instrs.	Towing Precautions	Conv. Cooling			Outside Dia.	Inside Dia.		
TRIUMPH—Continued																		
Spitfire 4, Mk. II, Herald 1200	63–65	M	3.75	2.16	1.39	1	3.75	1.5	12000	—	—	—	BB	9-Co.[4]	6.25[4]	4.25	Hyd.	.5
Sports Six	63–65	M[1]	2.93	1.78	1.25	1	2.93	1.5	12000	—	—	—	BB	9-Co.	8	—	Hyd.	.5
2000	64–65	M	3.281	2.10	1.386	1	3.369	2	[2]	—	—	—	Lay	Dia.	8.5	—	Hyd.	.75
	[1] Overdrive optional. [2] '64–'65, periodic change not necessary. If drained refill with Shell BPS5229A; top up with regular HP gear lube. [3] TR4A, Diaphragm, 8.5. [4] Spitfire Mk. II, Diaphragm, 6.5.																	
VALIANT																		
QX1, RV1	60–61	M[1]	2.71	1.83	1	—	3.49	4[1]	20000[1]	[2]	[3]	WC	BB	6-Co.	9.12	6.12	Li.	1.0
SV1, TVX1, TV1[4], VVX1 (225)	62–63	M[1]	2.95	1.83	1	—	3.80	4[1]	32000	[2]	[3]	WC	BB	6-Co.[6]	9.12	6.12	Li.	1.0
TV1[4] (Auto. Trans.)	63	A	2.45	1.45	1	—	2.2	12	[5]	[2]	[3]	WC	—	—	—	—	—	—
All W/225 6 Cyl. Eng.	64–65	M	2.95	1.83	1	—	3.80	3.25[7]	[5]	—	—	—	BB	9-Co.	9.25	6.0	Mech.	.156
All W/170 6 Cyl. Eng.	64–65	M	3.22	1.82	1.00	—	4.15	3.25[7]	[5]	—	—	—	BB	6-Co.	9.125	6.12	Mech.	.156
All W/273 V8	64–65	M	3.02	1.76	1.00	—	3.95	3.25[9]	[5]	—	—	—	BB[10]	9-Co.[10]	9.5	6.5	Mech.	.156
	[1] Torque-Flite optional; ratios 2.45, 1.45, 1 and rev. 2.2. Capacity, 11 pts., change at 10000. RV1, SV1 (std trans), 3.25 pts. [2] Push in neutral to 25 mph, then engage low. [3] Rear end lift and carry. [4] Not built or sold in Canada. [5] No periodic change req'd. [6] TV1 also W/Auburn 3-coil. [7] VV1, 5 pts; '65 models, 3 pts. [10] VV2, Aub., 3-Co.																	
VAUXHALL																		
Victor, Envoy	59–63	M	3.186	1.635	1	—	3.05	2	1	—	—	—	BB	6-Co.	7.25[2]	5.0	Hyd.	.25
Velox, Cresta	58–63	M	2.866	1.635	1	—	3.05	2	1	—	—	—	BB	6-Co.[3]	8.0[3]	5.75[3]	Hyd.	.25
Bedford CA, Envoy EA Vans	60–61	M	3.538	1.653	1	—	3.388	2	1	—	—	—	BB	6-Co.	7.25[2]	5.0	Li.	1.0
Velox, Cresta	61–63	A	3.64	1.58	—	—	3.57	8	25000	[4]	—	WC	—	—	—	—	—	—
Bedford CA, Envoy EA Vans	62–63	M	3.94	1.84	1	—	3.77	2	1	—	—	—	BB	6-Co.	7.5	5.0	Li.	1.0
Victor, Envoy (4 sp. trans.)	62–65	M	3.290[8]	2.130	1.355	1	3.05	2	1	—	—	—	BB	6-Co.	7.5[9]	5.0[9]	Hyd.[5]	.25
Viva, Epic	64–65	M	3.765	2.213	1.40	1.0	3.70	1.5	6	—	—	—	BB	Dia.	6.5	4.125	Cable	.156[7]
	[1] Seasonal—MP 90 summer, MP 80 winter; '64–'65, not required. [2] '61, 7.5. [3] '61, 9-Co., 9.0x6.06. [4] Do not push, use booster battery. [5] '64–'65, Linkage. [6] Not required. [7] Between fork and cable at transmission. [8] '65, First 3.285; 3-sp. trans., 3.186, 1.635, 1.0, rev. 3.05. [9] '65, O.D. 8, I.D. 5.75.																	
VOLKSWAGEN																		
All	58–60	M	3.6	1.88[1]	1.22	0.82	4.63	3.5	15000	—	—	—	FS	6-Co.	7.08	4.9	Li.	.4–.8
1200, 1500 Sedan, Karman Ghia	61–65	M	3.8	2.06	1.32	0.89	3.88	4.4	15000	—	—	—	FS	6-Co.[2]	7.08	4.9	Li.	.4–.8
Transporter, Van, Combi	64–65	M	3.8	2.06	1.22	.82	3.88	4.4	15000	—	—	—	FS	9-Co.	7.87	5.12	Mech.	.4–.8
	[1] From serial 2256018 (1959), 1.94. [2] '63, 1500, 9-Co.																	
VOLVO																		
PV444, PV544, 122S	59–65	M	3.45	2.18	1.31	1.1	3.55	1.75	12000	—	—	—	BB	6-Co.	8.0	—	Li.[1]	.75
All "B18" Engine models	62–65	M	3.13	1.99	1.36	1	3.25	1.25[3]	12000	—	—	—	BB	6-Co.	8.5	—	Li.[1]	.6[2]
All Auto. Trans.	64–65	A	—	—	1.00	—	—	11	[4]	[5]	[6]	AC	—	—	—	—	—	—
	[1] 122S, hydraulic. [2] '63–'65, .375 (except P544 — .75 in.). [3] P1800, 3.1 pt. [4] Not required. [5] Push in neutral to 25 mph, then engage low. [6] Lift and carry or disconnect drive shaft.																	
WOLSELEY																		
15/60	59–61	M	3.373	2.214	1.737	1	4.755	5	6000	—	—	—	BB	6-Co.	8.0	5.75	Hyd.	—
6/99	59–61	M	3.095	1.65	1	.7	3.00	5.5	6000	—	—	—	BB	12-Co.	10.0	—	Hyd.	.125
6/99	59–61	A	2.308	1.435	1	—	2.009	15	25000	[1]	[2]	AC	—	—	—	—	—	—
16/60	62–65	M[4]	3.64	2.22	1.370	1	4.76	4.5	6000	[1]	[3]	Air	BB	6-Co.	8	—	Hyd.	.156
6/110	62–65	M	3.1	1.65	1	.77	3.24	—	6000	[1]		Air	BB	6-Co.	9.5	—	Hyd.	.125
	[1] Lever at N till 25 mph reached, then move to Dr. [2] Rearlift and carry. [4] Auto. trans, optional.																	

A—Automatic. AC—Air cooled. Aub—Auburn. AW—Air and water cooled. BB—Borg and Beck. Cab—Cable. Co—Coil. Dia—Diaphragm. Fer—Ferodo.
FS—Fichtel and Sachs. Hyd—Hydraulic. Lay—Laycock Li—Linkage. M—Manual. OC—Oil cooled. WC—Water cooled.

DRIVELINE AND DRIVE AXLE

MAKE & MODEL	YEAR	PROPELLER SHAFT						DRIVE AXLE										
				Universal Joints							Standard Ratios (To-1)			Lubricant				
		Type	No. of Sections	Make	No.	Type	Lubrication	Type	Gearing	Backlash (Ins.)	Conventional	Overdrive	Automatic	Cap. (Pts.)	Type	Grade Summer	Grade Winter	Change Interval
ACADIAN																		
4, 6, Cyl., V8	62–65	O	1	—	2	CY	[1]	SF	Hyp	.005–8	3.08[2]	—	3.08[2]	3.25	MP[3]	80	80	[4]
AUSTIN																		
A40 Farina, A40 Mk II	59–64	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.55	—	—	1.75	HP	90	80	6000
Austin-Healey Sprite, Sprite Mk II, III	59–65	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.22	—	—	1.5	HP	90	80	6000
A55 Cambridge Mk II	59–61	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.55[7]	—	—	2	HP	90	80	6000
Austin-Healey 3000, 3000 Mk II, III	59–65	O	1	HS	2	CY	CL–1M	¾F	Sp3	—	3.545	3.909	—	3	HP	90	80	6000
850, Cooper, Super	60–65	[2]	—	HS	4	[4]	[5]	SA[2]	[5]	—	3.76[8]	—	—	[6]	[6]	[6]	[6]	[6]
A99	60–64	O	1	HS	2	CY	CL–1M	¾F	Hyp	—	—	3.91	3.54	3.25	HP	90	80	6000
A60 Cambridge	62–65	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.3[9]	—	4.3	2.25	HP	90	80	6000
A110 Westminster	62–65	O	1	HS	2	CY	CL–1M	¾F	Hyp	.005–7	3.9	—	3.54	3.25	HP	90	80	6000
1800	65	—	—	—	—	—	—	[2]	[5]	—	3.882[10]	—	—	[6]	[6]	[6]	[6]	[6]
BMW																		
1800, 1800 TI	64–65	O	1	—	2[1]	CY	CL–4M	SA	Hyp.	.002–4[2]	4.22[3]	—	—	1.4[4]	HP	90	90	12000
BORGWARD																		
All	59–61	O	1	—	2	CY[1]	CL–1M[2]	[3]	Hyp	.059–.071	3.9	—	—	2.64	HP	90	8	10000
BUICK																		
4400	59–60	TT	2	Sag	2	CY	[6]	SF	Hyp	.007–9	3.58[7]	—	3.07[8]	5.5	HP[4]	80	80	[5]
4400 Power Pack, 4600, 4700, 4800	59–60	TT	2	Sag	2	CY	[6]	SF	Hyp	.007–9	—	—	3.23[8]	5.5	HP[4]	80	80	[5]
4000, 4100, 4300 (Special)	61–63	O	2	Sag	3	1	MP[8]	SF	Hyp	.007–9	3.36[11]	—	3.08[9]	1.75	HP	80	80	[5]
4400	61–63	O	2	Sag	3	1	MP[8]	SF	Hyp	.007–9	—	—	3.07[10]	5.5[13]	HP[4]	80	80	[5]
4400 Power Pack, 4600, 4700, 4800	61–63	O	2	Sag	3	1	MP[8]	SF	Hyp	.007–9	3.42	—	3.23[12]	5.5[13]	HP[4]	80	80	[5]
40, 41, 4300 (Special)	64–65	O	1	Sag	2	CY	Not req'd.	SF	Hyp	.007–9	3.23[2]	—	3.08[2]	2	MP[4]	80	80	[5]
44, 46, 47, 4800	64–65	O	2	Sag	3[15]	1	[8]	SF	Hyp	.007–9	3.42[16]	—	3.07[16]	3.75	MP[4]	80	80	[5]
Special 300 V8	65	O	1	Sag	2	CY	[5]	SF	Hyp.	.007–9	3.08[14]	—	2.78[14]	2	MP[4]	80	80	[5]
Skylark Gran Sport 400 V8	65	O	1	Sag	2	CY	[5]	SF	Hyp.	.007–9	3.36	—	3.08	2	MP[4]	80	80	[5]
CADILLAC																		
64	59–60	O	2	Sag	3	CY	CL[8]	SF	Hyp	[9]	—	—	3.21	4.25	HP	80	80	[7]
67, 68	59–60	O	2	Sag	3	CY	CL[8]	SF	Hyp	[9]	—	—	3.77[6]	4.25	HP	80	80	[7]
60, 62, 63, 75, 68-69000	59–65	O	2[13]	Sag[10]	3[14]	CY[1]	CL[8]	SF	Hyp	[9]	—	—	2.94[11]	4.25	HP[12]	80	80	[7]

[1] Repack with a No. 2 lithium EP lube, at 30 M intervals; '64–'65 models, not required.
[2] 4 cyl. s/wagon; other s/wagons w/6 cyl. eng., 3.36; w/250 & 300 hp. 327 V8 (auto. trans.), 3.07 H.D.; w/300 & 350 hp. 327 V8 (man. trans.), 3.31.
[3] With "Positraction" diff. use GM lube No. 5786991. [4] Drain and refill at overhaul only.

[1] Hemispherical. [2] Swing axles—front wheel drive. [3] Outer joints; inner Dunlop. No maintenance required. [4] Outer, Rzeppa; inner, cross and yoke.
[5] Helical spur. [6] In unit with engine. See engine specs. [7] A55 Traveller, 4.87. [8] Cooper optional 3.44. [9] 4.55 optional. [10] 4.187 optional.

[1] Rear joint rubber. [2] TI, .0028–48. [3] TI, 4.11. [4] Capacity of sliding joints (2), 11 cu. in.

[1] Needle roller bearings. [2] Lube nipples on crosses & slip spline. [3] Swing axle—independent rear susp.

[1] Single cross front and rear; double cross at centre constant velocity joint; 4700 series, front single CY, centre & rear constant vel.
[2] '64 V8, 3.08 & 2.78; '65 V6 s/wagon, auto., 3.23, all s/mesh, 3.36. [3] Twin Turbine trans.; '59 Triple Turbine, 2.78. [4] GM lubricant No. 5786991 for ltd. slip axles. [5] Drain and refill at overhaul only. [6] Front, lubricated by transmission; rear, prepacked. [7] 60 models 3.91.
[8] Riviera centre joint (cons. vel.), multi-purpose EP No. 1 grade. [9] 4300 series, 3.36. [10] '62-'63, 2.78. [11] W/4 spd. trans.; W/3-spd., 3.23.
[12] 4400 series, 2.78; Wildcat, 3.42. [13] '63, 3.75 pt. [14] 3-sp. man. trans.; 4-sp. man. trans., 3.23; s/wagon, 3.08.
[15] Wildcat & Electra, 2 single-1 double constant velocity; Riviera, 1 single-2 double cons. vel. [16] '65 Le Sabre models, 3-sp. man., 3.55, auto., 3.08.

[1] '64 front; centre & rear, constant velocity; '65, 68000 series, f. & r., cons. velocity. [5] With 3 2-bbl. carburetors. [6] 67 model, 3.36.
[7] Drain and refill at overhaul only. [8] Pre-packed lubricate only at time of overhaul. [9] Measured at outer circumference of tire tread, max. ½ in.
[10] And Dana after '60. [11] '61–'65, 75, 69000 series 3.36; air cond. models 3.21. [12] For controlled differential use GM lubricant No. 5786991 '63-'64, MP.
[13] '65 68000 series, 1; 69000 series, 2. [14] '65, 68000 series, 2; 69000 series, 3.

DRIVELINE AND DRIVE AXLE

MAKE & MODEL	YEAR	PROPELLER SHAFT						DRIVE AXLE										
				Universal Joints							Standard Ratios (To-1)			Lubricant				
		Type	No. of Sections	Make	No.	Type	Lubrication	Type	Gearing	Backlash (Ins.)	Conventional	Overdrive	Automatic	Cap. (Pts.)	Type	Grade Summer	Grade Winter	Change Interval
CHECKER																		
All	61–65	O	2[4]	Spi	3[4]	CY	[1]	SF[2]	Hyp	.004–9	3.73	4.09	3.31[3]	2.5	HP	90	90	15000
[1] 140 gear oil every 1000 miles. [2] Dana model 44. [3] Also 3.54 in '63-'65' [4] '64–'65 1 section, 2 joints.																		
CHEVROLET																		
Corvair, All	60	—	—	—	—	—	—	[1]	Hyp	—	3.55	—	3.55[2]	2.5	MP	80	80	10000
Corvair All (w/3 and 4 speed trans.)	61–63	—	—	—	—	—	—	[1]	Hyp	—	3.27[3]	—	3.27[3]	2.5[6]	MP	80	80	10000[5]
Corvair, 95 and 1200 Series	61–63	—	—	—	—	—	—	[1]	Hyp	—	3.89[4]	—	3.89	2.5[6]	MP	80	80	10000[5]
Corvair All	64–65	—	—	—	—	—	—	[1]	Hyp	.005–8	3.27[9]	—	3.27[9]	3.75	MP[10]	80	80	[8]
[1] Diff. integral with engine and trans., swing axle shafts. [2] 3.89 optional. [3] Opt. ratio (std. w/high perf. eng. plus auto. trans.), 3.55; all s/wagons, 3.55 std. (3.89 opt.). 3.55 std. on '62s and '63s except 3.27 on sedans & coupes w/auto. trans. [4] W/4 speed trans., 3.27. [5] '63s, 12000. [6] '63s, 3.75. [8] Drain and refill at overhaul only. [9] 95 hp. engine; all others 3.55. [10] For Positraction, use GM lubricant 5786991.																		
Chevy II 4, 6 Cyl., V8	62–65	O	1	—	2	CY	WB–25M[6]	SF	Hyp	.005–8	3.08[5]	—	3.08[5]	3.25	MP[3]	80	80	[4]
[3] Positraction diff. use CM lubricant No. 5786991. [4] Drain and refill at overhaul only. [5] Station wagons, 3.36. [6] '63s at 30,000, replace w/No. 2 lithium EP lube '64s, not req'd.																		
Chevelle 194-230 6 Cyl., 283 V8	64–65	O	1	Own	2	CY	Not req'd.	SF	Hyp	.005–8	3.08[2]	—	3.08[2]	3.25[5]	MP[3]	80	80	[6]
Chevelle 327 V8	65	O	1	Own	2	CY	Not req'd.	SF	Hyp	.005–8	3.07[4]	—	3.07[4]	3.25	MP[3]	80	80	[6]
[2] S/Wagons, 3.36. [3] Positraction diff. use GM lubricant 5786991. [4] 250 & 300 hp. auto. trans. only; 300 & 350 hp., man. trans., 3.31. [5] '64, 3.36. [6] Drain and refill at overhaul only																		
6 Cyl, 283 V8	59–60	O	2	Own	3	CY	WB–25M	SF	Hyp	—	3.55[3]	4.11[4]	3.36[3]	3.25[6]	HP[2]	80	80	[1]
348 and 409 V8s	59–63	O	2	Own		CY	WB–25M[12]	SF	Hyp	—	3.36[5]	—	3.08	3.25[6]	HP[2]	80	80	[1]
348 V8 (3x2 bbl. carbs.)	61	O	2	Own	3	CY	WB–25M	SF	Hyp	—	3.36	—	3.08	3.25	HP[2]	80	80	[1]
348 V8 (4 bbl. carb. & 3x2B w/spec.cam.)	61	O	2	Own	3	CY	WB–25M	SF	Hyp	—	3.70	—	3.55[9]	3.25	HP[2]	80	80	[1]
6 Cyl., 283 V8, 327 V8	61–63	O	2	Own	3	CY	WB–25M[12]	SF	Hyp	.005–9	3.36[7]	3.70[8]	3.36[11]	3.25	HP[2]	80	80	[1]
All (except Corvette)	64	O	2	Own	3	CY	Not req'd.	SF	Hyp	.005–9	3.08[14]	—	3.08[14]	3.25	MP[2]	80	80	[1]
All (except Corvette)	65	O	1	Own	2	CY	Not req'd.	SF	Hyp	.005–8	3.08[15]	—	3.08[15]	3.25	MP[2]	80	80	[1]
Corvette	59–65	O	1	Own	2	CY	WB–25M[12]	SF	Hyp	.005–8	3.71[0,16]	—	3.55[10,16]	3.25	MP[2]	80	80	[1]
[1] Drain and refill at overhaul only. [2] For limited slip differential (Positraction) use GM lubricant No. 5786991. [3] '60 283 V8, 3.36 conv., 3.08 P'Glide, 3.36 Turboglide. [4] '60 6 cyl., 3.70. [5] '60 4 sp. trans., 3.55; '61 348 (4 sp. trans.), 3.08. [6] '60 models, 3.33, '63s, 3.36. [7] 6 cyl. s/wagons, 3.55; '63 coupe, sedan, 3.08. [8] 6 cyl. and 283 V8. [9] Only w/4 bbl. carb. and special camshaft. [10] In '60, w/4 speed trans. only; w/3 speed trans., 3.36; '62–'65, std. & auto., 3.36; w/360 hp & 4 speed trans., 3.70; 64, 3.36. [11] 327 V8 w/std. 4 bbl. carb., 3.08. [12] '63s at 30,000, repack with No. 2 lithium EP lube; '64, not required. [14] 327 & 409 V8s, S/Wagons, conv. 3.36 (6 cyl. S/Wagons 3.55). [15] 6 cyl. convertible, 3.36; s/wagon, 3.55 HD.; 283 V8 Biscayne, Belair, 3.36, Impala Super Sport 3.31 HD.; s/wagon 327, 409 V8, 3.31. [16] '65 w/350, 365, 375 hp. eng., 3.70.																		
CHRYSLER																		
All	59–62	O	1	DU	2	[2]	20M[3,4]	SF	Hyp	.006–8	—	—	2.93[5]	3	MP	90	80	20000[4]
All	63–65	O	1	Own	2	BT[2]	[6]	SF	Hyp	.006–8	—	—	2.76	3	MP	90	80[7]	[8]
[2] Front, ball and trunnion; rear, cross and yoke; '65, cross & yoke. [3] Disassemble, clean & repack with fibrous U-joint grease. [4] '62, 32M. [5] '62 SC3; SC1 and SC2, 2.76. [6] Not req'd. under normal conditions. Inspect every 6 months. [7] Use SAE 75 if below minus 30F. [8] Periodic lubrication not req'd.																		
CITROEN																		
DS 19, ID 19, Pallas	59–65	[1]	—	Own	—	—	MP	—	Sp B	.008	3.88	—	—	4	EP	90	80	12000
[1] Swing axles—front wheel drive. [2] With transmission every 12000 miles.																		

DAIMLER																		
SP 250	60–64	O	1	HS	2	CY	1M[1]	SF	Hyp	—	3.58	—	3.58	1.5	EP	90	90	10000
[1] EP 140.																		
DATSUN-NISSAN																		
All	63–65	O	1	Own	2	CY	WB[1]	SF	Hyp	.004–8	4.375[2]	—	—	1.6	MP	140	90	10000
[1] Cedric series, CL. [2] Datsun Sports, 3.899; option (all models), 4.625.																		
DE SOTO																		
MS2, MS3, PS3, RS1	59–61	O	1	DU	2	[6]	20M[7]	SF	Hyp	.006–8	—	—	2.93	3	MP	90	80	20000
[6] Front, ball & trunnion, rear, cross & yoke. [7] Heavy fibre U.J. grease.																		
DKW, AUTO-UNION																		
AU 1000s, DKW 750, Junior 800	60–63	Fr. wh. drive	—	—	—	Hyp 90[1]	SA	Sp	—	4.38[2]	—	—	—	—	—	—	—	
[1] Rzeppa fr. drive joints, lubricate at 18,000 mile intervals. AU 1000S; AU 1000, 4.71; DKW 750, 3.88 (all front drive axles).																		
DODGE																		
LE1, ME1	59	O	1	Own	2	[3]	20M[2]	SF	Hyp	.006–8	3.73	3.9	3.54	2.75	MP	90	80	20000
LE2, ME2	59	O	1	Own	2	[3]	20M[2]	SF	Hyp	.006–8	3.54	3.9	3.31[9]	3	MP	90	80	20000
LD3, MD3, PD2, RD1	59–61	O	1	Own[10]	2	[3]	20M[2]	SF	Hyp	.006–8	—	—	2.93	3	MP	90	80	20000
PD3, PD4, RD3, RD4	60–61	O	1	DU	2	[3]	20M[2]	SF	Hyp	.006–8	3.54[9]	—	3.31[11]	2.75[8]	MP	90	80	20000
RW1, SL1 (Lancer)	61–62	O	1	Own	2	[1]	20M[13]	SF	Hyp	.004–6	3.55	—	3.23	1.75	GL4	90	80	20000[13]
SD1, TD1, VD1, SD2, TD2, VD2 (6&V8)	62–65	O	1	Own	2	[3]	32M[13]	SF	Hyp	.006–9	3.23	—	3.23[12]	2.75[8]	MP	90	80	32000[14]
SD2-P (Polara)	62	O	1	Own	2	[3]	32M	SF	Hyp	.006–9	—	—	2.76	3.0	MP	90	80	32000
SD3 (Custom 880)	62	O	1	DU	2	[3]	32M	SF	Hyp	.006–9	—	—	2.93	3.25	MP	90	80	32000
TD2-P[16], TA3[16], VA3[16]	63–64	O	1	Own	2	[3]	[13]	SF	Hyp	.006–8	2.76[5]	—	2.93[5]	3[5]	MP	90	80	[14]
TL1[16], VL1[16] (Dart)	63–64	O	1	Own	2	[3]	[13]	SF	Hyp	.004–7	3.55[6]	—	3.23[6]	1.75	MP	90	80	[14]
VL2	64	O	1	Own	2	[3]	[13]	SF	Hyp	.004–7	2.93	—	2.93	1.75	MP	90	80	[14]
AD2 (413 V8)	65	O	1	Own	2	[3]	[13]	SF	Hyp	.006–8	3.23	—	3.23	3.0	MP	90	80	[14]
[2] Heavy fibre U joint grease. [3] Front, ball and trunnion; rear cross and yoke. [5] VA3, 3.23 (std. trans.), 276 (auto. trans.), 3.25 pts. [6] VL1, 3.23 (std. trans.), 225 eng. only 2.93 (auto. trans.). [8] TD2 (383 V8), AD1-2 (6 cyl. 318, 383 V8), 3.0. [9] PD4 late production, RD4, 3.58. [10] PD2, RD1, Detroit Universal. [11] RD4, 2.93. [12] SD2, TD2 (313, VD2, V8), 2.76. [13] '62 models, 32M; '63–'64 lube not normally req'd. Inspect every 6 months. [14] '63–'65 no periodic change req'd. [16] Not built or sold in Canada.																		
EDSEL																		
All	59	O	1	Spi	2	CY	15M[1]	SF	Hyp	.004–9	3.56	—	2.69[2]	4.5	HP	90	80	—
All	60	O	1	Spi	2	CY	20M[1]	SF	Hyp	.004–9	3.56[5]	—	3.56[6]	4.0	HP[3]	90	80	[4]
[1] Universal joint grease. [2] Or 2.91. [3] Std. axles, Ford lub. CB9A–19580–A, B; locking diffs., CCOAZ–19580–A, B. [4] Change only on overhaul. [5] 352 V8 (4B carb.), 3.89. [6] 292, 352 V8s (4B carb.), 3.10. 352 V8 (2B carb.), 2.91.																		
FIAT																		
600, 600D	59–64	—	—	—	—	—	—	SA[1]	Hyp	.003–5	5.38[2]	—	—	[3]	HP	90	90	12000
1100, 1100F, 1200	59–64	O	2[4]	Fiat	3[4]	CY[6]	CL2M	SF	Hyp	.003–5	4.30	—	—	1.04	HP	90	90	12000
2100	60–61	O	2	Fiat	3	CY[6]	CL3M	SF	Hyp	.004–6	4.3[5]	—	—	2.64	HP	90	90	12000
1500, Convertible	64–65	O	2	Fiat	2[6]	CY[6]	CL2M	SF	Hyp	.0031–47	3.9	—	—	1.56	EP	90	80	30000
750	65	—	—	—	—	—	—	SA[1]	Hyp	.0031–51	3.12	—	—	2.7	EP	90	80	30000
1100D	65	O	1	Fiat	1	CY	CL2M	SF	Hyp	.0028–47	4.3	—	—	1.5	EP	90	80	30000
[1] Swing axles w/slip joints. [2] 600, 600D Multipla; 600 Multipla, 6.43; 600D, 4.87. [3] Combined with transmission, total capacity 2.72 pints. [4] 1100 models, one-piece driveshaft, two u-joints. [5] Sedan; S/Wagon, 4.444. [6] One flexible coupling.																		
FORD																		
Falcon	60–61	O	1	Me	2	CY	20M[1]	SF	Hyp	.004–9	3.10	—	3.56[4]	1.5	HP	90	90[5]	[3]
Falcon	62–65	O	1	Ford[7]	2	CY	36M[1]	SF	Hyp	.008–12[2]	[6]	3.50	[6]	2[8]	HP	90	90[5]	[3]
[1] Repack with U-joint grease; use spec. adapters, reinstall plug. [2] '62–6.4, .006–10 [3] Change only on overhaul. Std. axles, Ford lub. CIAZ–19580–A; locking diffs., CCOAZ–19580–A, B. [4] '61 models, 3.50. [5] Below –25° F. use SAE 80 [6] Check metal tag att'd. to diff. housing for correct gear ratio. [7] 289 V8s; 6 cyl. models, Dana & Mechanics; '62, Mech. [8] '64, w/260 V8 eng. 3.75 pts; '65, integral carrier axle, 2.5 pts.; removable carrier w/289 V8, 5 pts., w/other engines, 4.5 pts.																		
Fairlane	62–65	O	1	Ford[5]	2	CY	36M[1]	SF	Hyp	.008–12	[2]	[2]	[2]	3.75[6]	HP	90	90[3]	[4]
[1] Repack with u-joint grease, using adapter; '63s at 36,000 miles. [2] Check metal tag att'd. to diff. housing for correct gear ratio. [3] Below —25 F. use SAE 80. [4] Change only on overhaul. [5] '62–'64, Mechanics. [6] '65 integral carrier axle, 2.5 pts.; removable carrier w/289 V8, 5 pts., w/other engines, 4.5 pts.																		

BT—Ball & trunnion. CL—Chassis lubricant. CY—Cross & Yoke. GL—Straight mineral oil. HP—Hypoid gear lube. HS—Hardy Spicer. Hyp—Hypoid. Me—Mechanics. MP—Multi-purpose gear lube. O—Open. SA—Swing axles. SF—Semi-floating. Sag—Saginaw. Sp—Spiral bevel. Spi—Spicer. TT—Torque tube. WB—Wheel bearing grease. WD—Worm drive.

DRIVELINE AND DRIVE AXLE

MAKE & MODEL	YEAR	PROPELLER SHAFT						DRIVE AXLE										
		Type	No. of Sections	Universal Joints				Type	Gearing	Backlash (Ins.)	Standard Ratios (To-1)			Lubricant				
				Make	No.	Type	Lubrication				Conventional	Overdrive	Automatic	Cap. (Pts.)	Type	Grade Summer	Grade Winter	Change Interval
FORD—Continued																		
All	59	O	1	Spi	2	CY	15M[1]	SF	Hyp	.004–9	3.56[5]	3.7	3.1	3.75[8]	HP	90	80	[7]
All 6 Cyl.	60	O	1	Spi	2	CY	20M[1]	SF	Hyp	.004–9	3.56	3.89	3.56	4.0	HP[6]	90	80	[7]
292, 332, 352 V8s	60	O	1	Spi	2	CY	20M[1]	SF	Hyp	.004–9	3.56	3.89[8]	3.10	4.0	HP[6]	90	80	[7]
All	61	O	1	Spi	2	CY	30M[1]	SF	Hyp	.004–9	3.56	3.89	3.00	4	HP	90	90[9]	[7]
All	62–65	O	1	Ford[10]	2	CY	36M[1]	SF	Hyp	.008–12[14]	[2]	[2]	[2]	4.2	HP[6]	90	90[9]	[7]
	[1] Repack with universal joint grease Ford No. M–1C57; use spec. adapter. [2] Check metal tag att'd. to diff. housing for correct gear ratio. [5] To 4.5. [5] Thunderbird, 3.7. [6] Std. axles, For lub. M2C50–B; locking diffs. add 1 oz. M2C58–A per pt. [7] Change only on overhaul. [8] Not 352 V8. [9] Below –25° F. use SAE 80. [10] '64, 352, 390 V8s, Cleveland. [14] '63–'65, .004–9.																	
Mustang	65	O	1	Ford[1]	2	CY	36M[2]	SF	Hyp	.008–12	[3]	—	[3]	2.5[4]	HP	90	90[5]	[6]
	[1] 6 cyl., Dana & Mechanics. [2] Repack w/U-joint grease, use special adapter, re-install plug. [3] Check metal tag attached to diff., housing for correct gear ratio. [4] As footnote 6 on Fairlane. [5] Below –25 F., use SAE 80. [6] Change only on overhaul.																	
FORD (British)																		
All L-head	59	O	1	—	2	CY	140–1M	SF	Hyp	.005–10[1]	4.429	—	—	1.5	HP	90	90	5000
Consul, Consul 375	59–61	O	1	—	2	CY	140–1M	SF	Hyp	.005–7	4.111	4.44	—	2.5	HP	90	90[2]	5000
Zephyr, Zodiac	59–61	O	1	—	2	CY	140–1M	SF	Hyp	.005–7	3.9	3.9	3.9	2.5	HP	90	90[2]	5000
Anglia, Consul 315 & Capri	60–65	O	1	HS	2	CY	250–1M	SF	Hyp	.005–7	4.125	—	—	2	HP	90	90	5000
Consul Cortina	63–65	O	1	HS	2	CY	[3]	SF	Hyp	.005–7	4.125	—	—	2	HP	90	90	[4]
	[1] Preload clearance between axle housing flanges. Allow .005–7 for gasket. [2] Below—10°F., 80. [3] Spec. Ford suspension lube (or lithium grease) every 5000 miles. [4] At overhaul only.																	
FORD (German)																		
Taunus 12M, 17M	59–61	O	1	—	2	CY	—	SF	Hyp	[1]	3.9[2]	4.44	—	2	HP	90	90	13500
	[1] .00315–.00787. [2] Optional ratio with 4-speed trans., 3.54:1. Optional S/Wagon ratios 4.11 and 4.44.																	
HILLMAN																		
Minx Series III, IIIA	59–60	O	1	HS	2	CY	HP–1M	SF	Sp	.005–9	4.55[2]	—	4.55	1.75	HP	140	90	6000
Minx IIIB, Husky II	61–65	O	1	HS	2	CY	HP–1M	SF	Hyp	.005–9	4.44	—	4.44	1.75	HP	90	80	6000
Minx IIIC, V, Super Minx Mk I, II[6]	62–65	O	1	HS[3]	2	CY	HP–1M[4]	SF	Hyp	.005–9	4.22[5]	—	4.22[5]	1.75	HP	90	80	6000
	[1] Series I and early Series II S/Wagons, 5.22. [2] S/Wagon, 4.78. [3] Mk I, II, CY front; bonded metal/rubber, rear. [4] Mk I, front. [5] Early Mk II sedan & convertible, series V, 3.89. [6] Also Husky III.																	
HUMBER																		
Super Snipe, I, II, III, IV[5]	59–65	O	2	HS	4	CY	HP–1M	SF	Hyp	.005–9	4.55[3]	4.55[3]	4.22[3]	1.75[4]	HP	90	90[1]	6000
	[1] Below—10°F., 80. [2] Series I, 4.55. [3] Series IV, 4.22. [4] '64–'65 cap. 3 pts. [5] Also Imperial.																	
IMPERIAL																		
MY1, PY1, RY1, SY1, TY1, VY1, AY1	59–65	O	2	Own[3]	3	CY	[1,4]	SF	Hyp	.006–8	—	—	2.93	3[5]	MP	90	90[2]	20000[4]
	[1] Every 20,000 miles disassemble, clean and repack with fibrous U-joint grease. Do not lubricate centre bearing. [2] Below —10°F., 80; below —30°F., 75. [3] PY1, RY1, Detroit Universal. [4] '62s, 32000 mile intervals; after '62 change not req'd. [5] VY1, 3.25 pts.																	
JAGUAR																		
XK 140, XK 150	59–61	O	1	HS	2	CY	2.5M	SF	Hyp	.004–7	3.54	4.09	3.54[3]	3.5	HP	90	90	10000
Mk VII, Mk VIII, MkIX	59–61	O	2	HS	3	CY	2.5M	SF	Hyp	.004–7	4.27	4.55	4.27	3.5	HP	90	90	10000
2.4 (conv. trans.)	59	O	1	HS	2	CY	2.5M	SF	Hyp	.004–7	4.27	4.55	—	2.5	HP	90	90	10000
2.4 (auto. trans.)	59	O	2	HS	3	CY	2.5M	SF	Hyp	.004–7	—	—	4.77	2.5	HP	90	90	10000
3.4, 3.8 Mk 2 (std. trans.)	59–65	O	1	HS	2	CY	2.5M	SF	Hyp	.004–7	3.54	3.77	—	3.5[4]	HP	90	90	10000
3.4, 3.8 Mk 2, XK 150 (auto. trans.)	59–65	O	2	HS	3	CY	2.5M	SF	Hyp	.004–7	—	—	3.54	3.5[4]	HP	90	90	10000
XK "E" type	61–65	O	1	HS	2	CY	2.5M	SF[6]	Hyp	.004–7	3.31[2]	—	—	3.25[1]	HP[9]	90	90	12000

Mk X	62–65	O	2	HS	3	CY	[8]	SF[6]	Hyp	.004–7	3.54	3.77	3.54	2.75	HP[9]	90	90	12000
E-type, 3.8 S-type	64–65	O	1	HS	2	CY	[8]	FF	Hyp	.004–7	3.54	3.77[10]	3.54[10]	2.75	HP[9]	90	90	12000

[1] '63–'65, 2.75. [2] '65 w/4.2 engine, 3.54. [3] XK150 only. [4] Mk 2, 2.75. [6] Independent rear suspension with coil springs, camber .75° N ± .25°.
[8] No periodic lubrication. [9] Special lubricant req'd for limited slip differential. [10] S-type only.

KAISER-JEEP

CJ3B, CJ5, CJ6, DJ3A, CJ5A-6A	59–65	O	2	Spi	4	CY	1M	SF[1]	Hyp	.004–8	4.27[2]	—	—	2.5[3]	HP	90	80	10000
FC-150, FC-170, Utility Vehicles	59–65	O	2	Spi	4	CY	1M	SF[1]	Hyp	.005–10	5.38[4]	—	—	3	HP	90	80	10000
Wagoneer, Gladiator	63–65	O	1 or 2	Spi	2or4	CY	1M	SF[1]	Hyp	.005–10	4.09	4.27	4.37	3	HP	90	80	30000
DJ5, DJ6	65	O	1	Spi	2	CY	CL	SF	Hyp	.004–8	4.56	—	—	2	MP	90	80	10000

[1] Front drive axles, full floating. [2] Optional 5.38; DJ3A ratio 4.10 (no option). [3] DJ3A, 2 pts. [4] FC-170 and 2 WD w/4F engine, 4.89.

LAND ROVER

Series II, IIA (four wheel drive)	59–65	O	1[2]	HS	2[2]	CY	90–3M[4]	FF	Sp	.008–10[5]	4.7[3]	—	—	3[3]	HP	90	80	10000

[2] 88 models; 109 models, 2 sections, 3 joints. [3] Also front drive axle; cap. 3 pts. [4] Prepacked; disassemble & repack at 10000 mi. intervals.
[5] Pinion preload 6–10 in. lbs.

LINCOLN CONTINENTAL

All Lincoln, Continental	59	O	1	Spi	2	CY	CL–2M	SF	Hyp	.003–8	—	—	2.89	3.5[2]	HP[4]	90	90	[3]
All Lincoln, Continental	60–65	O	1[7]	Spi	2[7]	CY[5]	CL–2M[6]	SF	Hyp	.003–8	—	—	2.89	4.0[8]	HP[4]	90	90	[3]

[2] '59 models, 4 pints. [3] Regular changing not recommended. [4] Use Fordlube No. M–2C16–B.
[5] '61 front joint constant velocity type. [6] '63–'65, Ford UJ grease MM–1C75A; '60, CL–2M, '61–'62, 6M.
[7] '64–'65, 2 sections, 3 joints w/centre constant velocity joint. [8] '64–65, cap. 4.8 pts.

MERCEDES-BENZ

180, 180c, 180D, 180Dc, 190, 190c	59–65	O	2	—	3	CY[1]	2.5M	SA	Hyp	.0063[2]	4.1	—	—	4	HP	90	90	10000
190SL, 219, 220S, 220b, Sb, SEb, 220SE	59–65	O	2	—	3	CY[1]	2.5M	SA	Hyp	.0065–80[3]	4.1	—	[6]	4	HP	90	90	10000
300	59–63	O	2	—	3	CY[1]	2.5M	SA	Hyp	.0062[5]	—	—	4.67	5.25	HP	90	90	10000
300 SL	59–62	O	1	—	2	CY	10M	SA	Hyp	.0063–80[3]	3.89[4]	—	—	5.6	HP	90	90	10000
180Db, 190Db	60–61	O	2	—	3	CY[1]	10M	SA	Hyp	.0062[5]	3.7	—	—	4.0	HP	90	90	10000
190b, 190D, 190Dc	62–65	O	2	—	3	CY[1]	10M	SA	Hyp	.0062[5]	4.1	—	—	4.0	HP	90	90	10000
300SE	62–65	O	2	—	3	CY[1]	10M	SA	Hyp	.0062[5]	—	—	4.1	4	HP	90	90	10000
230SL	63–65	O	2	—	2	CY[1]	[7]	SA	Hyp	.0055–71	3.75	—	3.75	4	HP	90	90	12000

[1] One flexible disc type. [2] At 6.93 in. from pinion axis. [3] At 8.07 in. from pinion axis. [4] Optional ratios, 4.11, 3.42, 3.25. [5] ± .0008. [6] '62–'65, 5.125.
[7] Prepacked.

MERCURY (MONARCH to '61)

Comet, All	60–61	O	1		2	CY	20M[1]	SF	Hyp	.004–9	3.56[4]	—	3.56[4]	1.75	HP[2]	90	90[5]	[3]
Comet, All	62–65	O	1	Ford[7]	2	CY	36M[1]	SF	Hyp	.008–12[9]	[6]	—	[6]	2[8]	HP	90	90[5]	[3]

[1] Repack with U-joint grease, Ford No. M–1C57; use spec. adapter. [2] Std. axles, Ford lub. CIAZ–19580–A, B; locking diffs., CCOAZ–19580–A,B. [3] Change only on overhaul. [4] '61 models, 3.50. [5] Below –25° F. use SAE 80.
[6] Check metal tag att'd. to diff. housing for correct gear ratio. [7] '62, Mechanics. [8] '64, w/V8 eng., 3.75 pts., '65 integral carrier axle, 2.5 pts.; removable carrier w/289 V8, 5 pts., w/other engines, 4.5 pts. [9] '62–'64, .006–10.

Meteor, all	62–63	O	1	Me	1	CY	36M[1]	SF	Hyp	.008–12	3.50[4]	3.50	3.25[5]	3.75	HP	90	90[2]	[3]
Meteor	64–65	O	1	Ford	2	CY	36M[1]	SF	Hyp	.004–9	[6]	[6]	[6]	4.2	HP	90	90[2]	[3]

[1] Repack with U-joint grease, using adapter. [2] Below —25°F. use SAE 80. [3] Change only on overhaul.
[4] 3.25 w/V8 and 200 cu. in. 6 cyl. engines. [5] W/2-spd. auto. trans., 3.50 w/3-spd.. [6] Check metal tag attached to diff. for correct ratio.
[7] 390 V8 3.50.

All	59	O	1	Spi	2	CY	15M[2]	SF	Hyp	.004–9	2.71	—	2.91	3.75	HP	90	80	5
All	60–61	O	1	Spi	2	CY	CL–2M[3]	SF	Hyp	.004–9	3.22[6]	—	2.71[6]	3.75	HP[4]	90	90[7]	5
All	62–65	O	1	Ford[8]	2	CY	36M[2]	SF	Hyp	.008–12[10]	[9]	[9]	[9]	4.2	HP[4]	90	90[7]	5

[2] Repack with universal joint grease; Ford No. M–1C57; use spec. adapter. [3] If no grease fittings, repack at 24,000 miles with u-joint grease.
[4] '64, Ford lube M–2C50–B; locking diffs. add 1 oz. M–2C58–A per pt. [5] Change only on overhaul. [6] '61 models have auto. trans. only, axle ratio 3.00.
[7] Below –25° F. use SAE 80. [8] '64 V8s, Cleveland. [9] Check metal tag att'd. to diff. housing for correct gear ratio. [10] '63–'65, .004–9.

MG

All MGA models	59–62	O	1	HS	2	CY	CL–1M	¾F	Hyp	.005–7[1]	4.3[2]	—	—	2.75[3]	MP	90	80	6000
Magnette Series ZB	59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.55	—	—	2.75	MP	90	90	6000
Magnette Series III, IV	59–65	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9[4]	4.3	—	—	2.25	MP	90	80	6000
Midget, Midget Mk III	61–65	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.22	—	—	1.5	HP	90	80	6000

BT—Ball & trunnion. CL—Chassis lubricant. CY—Cross & Yoke. GL—Straight mineral oil. HP—Hypoid gear lube. HS—Hardy Spicer. Hyp—Hypoid.
Me—Mechanics. MP—Multi-purpose gear lube. O—Open. SA—Swing axles. Sag—Saginaw. Sp—Spiral bevel. Spi—Spicer. SF—Semi-floating. TT—Torque tube.
WB—Wheel bearing grease. WD—Worm drive.

DRIVELINE AND DRIVE AXLE

MAKE & MODEL	YEAR	PROPELLER SHAFT						DRIVE AXLE										
				Universal Joints							Standard Ratios (To-1)			Lubricant				
		Type	No. of Sections	Make	No.	Type	Lubrication	Type	Gearing	Backlash (Ins.)	Conventional	Overdrive	Automatic	Cap. (Pts.)	Type	Grade Summer	Grade Winter	Change Interval
MG—Continued																		
MGB	63–65	O	1	HS	2	CY	CL-1M	SF	Hyp	.011	3.909	—	—	2.25	HP	90	80	6000
MG 1100	63–65	[5]	—	HS	4	—	[6]	SA[5]	[6]	—	4.133	—	—	[7]	[7]	[7]	[7]	3000
[1] MGA 1600 has backlash marked on ring gear. [2] 1600 Mk II, 4.1. [3] 1600 Mk II, 2.25. [4] Mk IV, .005–7. [5] Swing axles, front wheel drive. [6] Helical spur. [7] In unit w/eng. See eng. specs.																		
MORRIS																		
Minor Series 1000	59–64	O	1	HS	2	CY	CL-1M	¾F	Hyp	.007-9	4.55	—	—	1.5	MP	90	80	6000
Oxford Series V	59–61	O	1	HS	2	CY	CL-1M	¾F	Hyp	.007-9	4.55	—	—	2	MP	90	80	6000
850, Cooper, Super, 1100	60–65	[2]	—	HS[3]	4	[4]	[3]	SA[2]	[5]	—	3.76[7]	—	—	[6]	[6]	[6]	[6]	[5]
Oxford Mk VI	62–65	O	1	HS	2	CY	CL-1M	¾F	Hyp	—	4.3[8]	—	4.3	2.25	HP	90	80	6000
[1] Series II. [2] Swing axles—front wheel drive. [3] Outer joints: inner, Dunlop. No maintenance required. [4] Outer, Rzeppa; inner cross and yoke. [5] Helical spur. [6] In unit with engine. See engine specs. [7] 1100, 4.3; Cooper optional 3.44. [8] 4.55 optional.																		
NSU																		
All	60–65	[1]	—	[2]	4	CY[2]	—	SA	[3]	—	4.52[5]	—	—	3.75[4]	MS	20	20	1000
[1] Swing axles—rear wheel drive. [2] Inner joints cross and yoke; outer joints Layrub flexible couplings. Helical gears. [3] Includes engine and transmission oil. Non-synchromesh trans.; synchro., 4.78																		
OLDSMOBILE																		
All	59	O	2	Sag	3	CY	WB-20M	SF	Hyp	.007–8	3.64[8]	—	3.08[7]	4.25	HP[10]	80	80	[9]
All	60	O	2	Sag	3	CY	WB-20M	SF	Hyp	.007–8	3.42	—	2.87[1]	4 25	HP[10]	80	80	[9]
88, Super 88, 98	61	O	1	Sag	2	CY	WB-20M	SF	Hyp	.007–8	3.42	—	2.87[11]	4.25	HP[10]	80	80	[9]
F-85	61–63	O	2	Sag	2	CY	[2]	SF	Hyp	.007–9	3.08	—	3.23	1.75	HP	80	80	[9]
88 Super 88, 98	62–64	O	1	Sag	2	CY	Not req'd	SF	Hyp	.007–8	3.23[1]	—	2.56[3]	4.25	HP[10]	80	80	[9]
F-85 Jetfire	63	O	2	Sag	4	CY	Not req'd.	SF	Hyp	.007–8	3 36	—	3.36	1.5	—	80	80	[9]
F85, Jetstar 88	64–65	O	1	Sag	2	CY	Not req'd.	SF	Hyp	.007–9	3.23[6]	—	3.23[4]	2.25	MP[10]	80	80	[9]
Dynamic 88, Delta 88, 98, Jetstar I[13]	65	O	1	Sag	2	CY	Not req'd.	SF	Hyp	.007–9	3.23	—	3.23[12]	4	MP[10]	80	80	[9]
[1] 88s only. [2] '61, 20M w/fine fibre grease. [3] Super 88. 2.87; 98, 3.08; '64, 88's & 98's, 3.08; Jetstar I Sport cpe. and 98 Sport cpe., 3.42. [4] '64, other ratios 2.78, 3.08; '65 V6 & V8 Cutlass models, 3.08; V8, 2.78. [6] V8, 400 engine, 3.55; others, 3.08. [7] Super 88, 3.23; 98, 3.42. [8] 88 and Super 88 only. [9] Drain and refill at overhaul only. [10] For Anti-Spin differential use GM lubricant No. 5786991. [11] 88; S88, 3.08; 98, 3.23. [12] Other ratios, 2.93, 3.08. [13] Also Starfire.																		
PANHARD																		
PL17, PL17 Tiger	60–64	[1]	—	Gla	4	CY	—	SA		—	—	2.4	—	1.4[3]	—	—	—	—
[1] Swing axles—front wheel drive. [2] Spiral bevel primary drive and helical spur reduction gear. [3] Includes transmission.																		
PEUGEOT																		
403	59–65	TT	1	—	1	CY	CL-1.8M	SF	WD	—	5.75[2]	—	—	2.5	1	1		4000
404	61–65	TT	1	—	1	CY	CL-1.8M	SF	WD	—	4.2[3]	—	—	2 5	1	90	80	4000
[1] Flush and use only Esso TT compound. [2] '64–'65, 403 model 4.2, 403-7 model, 4.6. [3] '64–'65, 404S/Wagon, 4.75.																		
PLYMOUTH																		
LP1, MP1	59	O	1	Own	2	[3]		SF	Hyp	.006–8	3.73	3.9	3.54	2.75	MP	90	80	20000
LP2, MP2	59	O	1	Own	2	[3]	8	SF	Hyp	.006–8	3 54	3.9	3.31[9]	3	MP	90	80	20000
All	60–61	O	1	Own[13]	2	[3]	8	SF	Hyp	.006–8	3.54[11]	—	3.31[13]	3	MP	90	80	20000
SP1, SP2, TP1, TP2, VP1, VP2	62–65	O	1	Own	2	[3]	32M[15]	SF	Hyp	.006–9	3.23	—	3.23[14]	2.75[14]	MP	90	80	32000[16]
TP2, TP2-P,[17] VP2, VP2-P[17] (383 V8)	63–65	O	1	Own	2	[3]	15	SF	Hyp	.006–9[18]	[19]	—	3.23	3[1]	MP	90	80[20]	[16]
AP2 (413 V8)	65	O	1	Own	2	[3]	15	SF	Hyp	.006–8	3.23	—	3.23	3	MP	90	80	[16]
[1] VP2-P, 3.25; AP2, 3. [3] Front, ball and trunnion; rear, cross and yoke. [8] Every 20000 miles disassemble, clean and repack with fibrous U-joint grease. [9] Power Flite; Torque Flite, 3.15. [11] PP2 late production and RP2, 3.58. [12] RP2, 2.93. [13] RP1, RP2, Detroit Universal. [14] SP2, TP2, VP2, (313 V8), 2.76; capacity 3 pts. AP1, AP2, 3 pts. [15] '63–'65 lube not normally req'd. Inspect every 6 months. [16] '63–'65, no periodic change req'd. [17] Not built or sold in Canada. [18] TP2-P, VP2-P, .006–8. [19] TP2-P, VP2-P, 3.23. [20] Below minus 30F., 75.																		

PONTIAC																				
(Canadian Prod'n)																				
7000 series (6 Cyl. and V8s)	59–64	O	2	Own	3	CY	WB–25M[1]	SF	Hyp	.005–9	3.36[4]	—	3.36[5]	3.25	HP[3,6]	80	80	[2]
75000 Series	65	O	1	Own	2	CY	Not req'd.	SF	Hyp	.005–8	3.36[7]	—	3.36[7]	3.25	MP[3]	80	80	[2]
[1] At 30,000, repack with a No. 2 lithium EP lube. '64, not required. [2] Drain and refill at overhaul only. [3] For limited slip differential use GM lubricant No. 5786991. [4] Other ratios, 3.08 & 3.55. [5] Also 3.08. [6] '64, MP gear lube. [7] 6 cyl. s/wagon, 3.55 HD.; 283 V8, 3.08; Strato Chief & Laurentian, 3.36; Parisienne & Custom Sport, 3.31; s/wagon w/327 & 409 V8, 3.31.																				
(U.S. Prod'n.)																				
21, 23, 24, 27, 28 (389 V8)	59–60	O	2	—	3	CY	WB–25M	SF	Hyp	.005–9	3.23[5]	—	3.08[6]	4.5	HP[3]	80	80	[2]
23, 25, 26, 27, 2800	61	O	1	Sag	2	CY	WB–25M	SF	Hyp	.005–9	3.23[5]	—	2.87[10]	4.5	HP[3]	80	80	[2]
23, 26, 27, 28, 29	62–64	O	1	Sag	2	CY	[4]	SF	Hyp	.005–9	3.23[13]	—	2.69[14,8]	4.75	HP[3,7]	80	80	[2]
252-256-262-266000 Series	65	O	1	Sag	2	CY	[4]	SF	Hyp	.005–9	3.23[15]	—	2.41[16]	4.75	MP[3]	80	80	[2]
[2] Drain and refill at overhaul only. [3] '62-64 For limited slip differential use GM lubricant No. 5786991. [4] Pre-packed. [5] Options, 3.08 and 3.42. [6] Options, 2.87 and 3.23. [7] '64s, MP gear lube. [10] Options 2.56, 2.69, 3.08. [13] '62-63 Series 29, w/389 (3 carb.) & 421 eng., 3.42. All '64 w/4 sp. trans., 3.42. [14] '62, '63 Series 23; 26, 27, 28, 3.08; series 29, 3.23. Also 2.56 & 3.08 in '64s. [15] W/4-spd. trans., 3.42. [16] 252 series only; 256, 262 series, 2.56; 266 series, 3.08.																				
Tempest	61–63	TT	1	—	—	—	—	SA	Hyp	.004–9	3.55[11]	—	3.08[12]	2.5	MP	80	80	10000
Tempest	64–65	O	1	Sag	2	CY	Not Req'd.	SF	Hyp	.005–9	3.08[1]	—	2.56[2]	2.5	MP	80	80	10000
[1] Also 3.23, 3.36, 3.55. [2] '64, also 2.78, 3.36, 3.08; '65, also 3.08, 3.23, 3.55; 2.93 standard on 237 series & all s/wagons. [11] Options 3.31, 3.73, 3.90; '62s 3.31 std., 3.55 and 3.73 options; '63 4 cyl., std. ratio 3.50, options, 3.56, 3.78; '63 V8, std. ratio 3.09, option 3.56. [12] Options, 3.55, 3.90; '62 options, 3.31, 3.55, 3.73; '63 V8 ratio 2.91, option 3.56 (w/3-spd. trans.)																				
PORSCHE																				
356A, 356B, 356C	59–65	—	—	—	—	—	—	SA[1]	Sp	—	4.42[8,2]	—	—	[3]	GL	90	80	10000
911	65	—	—	—	—	—	—	SA	Sp	—	7.31	—	—	4.5	HP	90	80	10000
[1] In unit with transmission. [2] Optional ratios, 4.857, 5.167. [3] Lubrication in common with trans., total capacity 4.5 pints.																				
RAMBLER																				
American, 01 series	59–65	O	1	Me	2	CY	—	SF	Hyp[4]	.004	3.31[10]	3.78[10]	3.31[10]	2.5[7]	HP	90[5]	90[5]	[3]
Classic OHV6	59–65	TT	1	Me	1	CY	—	SF	Hyp[4]	.004	3.78[1]	4.11[1]	3.31[1]	2.5[2]	HP	90[5]	90[5]	[3]
Rebel and Classic V8s	59–61	TT	1	Me	1	CY	—	SF	Hyp[4]	—	4.1[8]	4.1[8]	3.15[9]	3.25	MP	90	90	[3]
Ambassador & Classic V8	59–65	TT	1	Me	1	CY	—	SF	Hyp[4]	—	3.54	3.54	3.15[11]	3.25[2]	MP	90[5]	90[5]	[3]
[1] '63–'65 ratios 3.31, 3.78, 3.31. [2] '64s, 4 pts. [3] Drain & refill at overhaul only. [4] Limited slip differential optional. [5] '62–'65, 80 summer and winter. [6] Special lube for l.s. differential. [7] '64s, 3 pts. [8] 4.44 optional. [9] 3.54 optional. [10] '64–'65, L-head ratios, 3.08, 3.78, 3.31; OHV-6 ratios, 2.73, 3.08, 2.73. [11] Also 2.87 & 3.15.																				
RENAULT																				
All	59–65	[1]	—	Ren	2	CY[4]	—	SA	Sp	.004–8[5]	4.37[3]	—	—	[2]	EP	80	80	6000
[1] Not used, rear engine-rear drive, and front engine drive. [2] Lubrication in common with transmission; total capacity 1.5 pints. [3] Estafette, 5.83., R4 & Caravelle, 4.12. [4] R4, Homo Kinetic; Estafette, Glaenzer Spicer. [5] Estafette, .004–75.																				
RILEY																				
One-Point-Five	59–61	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	3.73	—	—	1.75	MP	90	90	6000
2.6	59	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.1	2.87	4.1	3.75	MP	90	90	6000
4/68, 4/72	59–65	O	1	HS	2	CY	CL–1M	¾F	Hyp	.007–9	4.3	—	—	2.25	MP	90	80	6000
ROVER																				
All	59	O	2	HS	3	CY	—	SF	Hyp	.007	4.3[1]	4.3[2]	4.7	3	HP	80	80	9000
100 (to '64), 3 litre	60–65	O	2	HS	3	CY	SAE90	SF	Sp	.007[3]	3.9	4.3	3.9	3	HP	90	80	9000
2000	65	O	1	HS	2	CY	[4]	SA	Hyp	.005–8	3.54	—	—	2.5	EP	90	80	20000
[1] 3.9 optional on 90 models. [2] 75 models, 4.7. [3] At tightest point. [4] Prepacked.																				
SIMCA																				
Aronde, "5"	59–62	O	1	[4]	2	CY[1]	[2]	SF	Hyp	.008–12	4.44	—	—	1.7	MP	90	90[3]	20000
Vedette	59–60	O	1	—	2	CY	CL–1M	SF	Hyp	.005–7	3.9	—	—	2.12	EP	90	80	7450
1000	63–65	—	—	—	—	—	—	[5]	Hyp	.004–6	4.38	—	—	[6]	EP	80	80	Yearly
[1] Rear only, elastic coupling at front. [2] Lubricate front joint with CL every 1000 miles; repack rear with U-joint lubricant every 12,000 miles. [3] SAE 80 from +20 deg. F. to −20 deg. F. [4] Glaenzer-Spicer. [5] Differential integral with engine and transmission; swing axle shafts. [6] Total trans-axle cap. 3.1 pts.																				

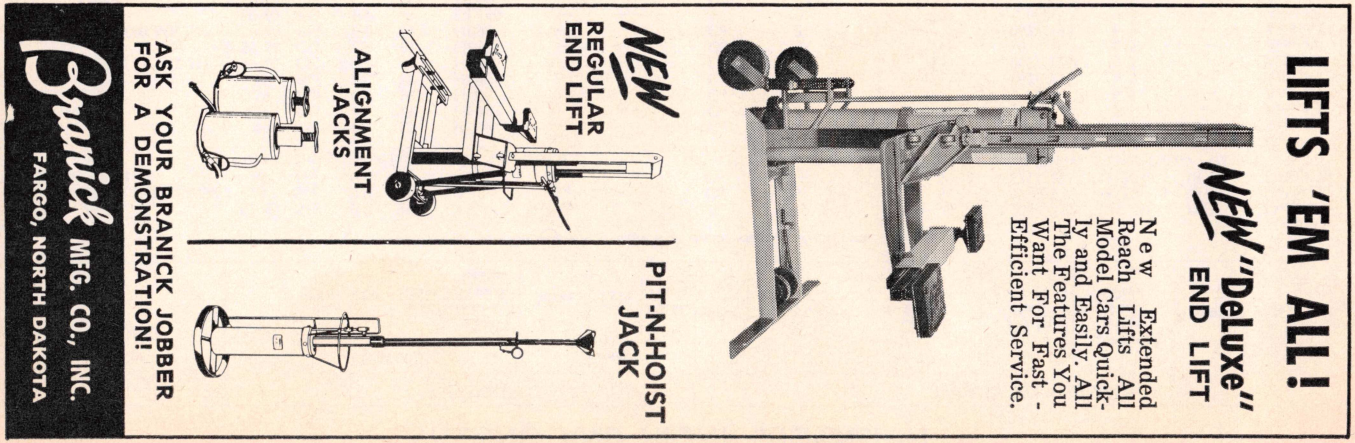
BT—Ball & trunnion. CL—Chassis lubricant. CY—Cross & Yoke. GL—Straight mineral oil. Gla—Glaenzer. HP—Hypoid gear lube. HS—Hardy Spicer. Hyp—Hypoid. Me—Mechanics. MP—Multi-purpose gear lube. O—Open. SA—Swing axles. SF—Semi-floating. Sag—Saginaw. Sp—Spiral bevel. Spi—Spicer. TT—Torque tube. WB—Wheel bearing grease. WD—Worm drive.

DRIVELINE AND DRIVE AXLE

MAKE & MODEL	YEAR	PROPELLER SHAFT						DRIVE AXLE										
				Universal Joints							Standard Ratios (To-1)			Lubricant				
		Type	No. of Sections	Make	No.	Type	Lubrication	Type	Gearing	Backlash (Ins.)	Conventional	Overdrive	Automatic	Cap. (Pts.)	Type	Grade Summer	Grade Winter	Change Interval
SINGER																		
Gazelle Series III	59	O	1	HS	2	CY	HP140–1M	SF	Hyp	.005–9	4.778	4.778	—	1.75	HP	140	90	6000
Gazelle Series IIIA	60	O	1	HS	2	CY	HP140–1M	SF	Sp	.005–9	4.55	4.78[1]	4.55	1.75	HP	140	90	6000
Gazelle Series IIIB	61	O	1	HS	2	CY	HP–1M	SF	Hyp	.005–9	4.44	4.86	4.44	1.75	HP	90	80	6000
[1] Also S/Wagon with or without o'drive.																		
SKODA																		
All	59–64	O	1	Own	2	CY[3]	30M[1]	SA[2]	Sp	.00984	4.78	—	—	2.46	EP	140	90	6–7000
1000 MB	65	—	—	—	—	—	—	SA[2]	Sp	—	4.444	—	—	—	EP	90	80	6000
[1] Disassemble and lubricate joints. Grease slip spline at 7500 mile intervals. [2] Fixed axle centre housing with swinging half axles. [3] With needle rollers																		
STANDARD																		
Vanguard, Ensign	59–62	O		HS	2	CY	140–6M	SF	Hyp	.004–6	4.3	3.53	4.3	1.5	HP	90	80	6000
Vanguard Six	61–62	O	1	HS	2	CY	140–6M	SF	Hyp	.004–6	4.3	4.55	4.1	1.5	HP	90	80	6000
STUDEBAKER																		
All 6 Cyl.	59–60	O	1	Spi	2	CY	[3]	SF	Hyp	.003–6	3.54[7]	3.73	3.54	2.08[15]	MP[16]	90	90	10000[10]
All V8s	59–60	O	1	Spi	2	CY	[3]	SF	Hyp	.003–6	3.31	3.54[13]	3.31[14]	2.08[15]	MP[16]	90	90	10000[10]
All 6 Cyl.	61–64	O	1	Spi[19]	2	CY	[3]	SF	Hyp	.003–6	3.73	4.10	3.73	2.08[15]	HP[16,1]	90	90	[17]
259 V8	61–64	O	1	Spi[19]	2	CY	[3]	SF	Hyp	.003–6	3 07	3.54[8]	3.07	2.08[15]	HP[16]	90	90	[17]
289 V8	61–64	O	1	Spi[19]	2	CY	[3]	SF	Hyp	.003–6	3 07[11]	3.54[11]	3.31[11]	2.08[15]	HP[16]	90	90	[17]
Avanti	63–64	O	1	Spi	2	CY	[3]	SF	Hyp	.003–6	3.31	[12]	3 34[18]	2.5	HP[16]	90	90	[17]
All	65	O	1	Spi	2	CY	[3]	SF	Hyp	.003–6	3.73[4]	4.1[4]	3.73[4]	2.1[4]	HP[16]	90	90	[17]
[1] '64, MP. [3] Disassemble, clean & repack with U-joint grease at 20,000 mile intervals. [4] V8 ratios, 3.07, 3.73, 3.07; 2.5 pints. [7] '59 only. '60 3.73; S/Wag. & '59 Hawk 4.1. [8] '62–'63 3.31. '64, 3.73. [9] Silver Hawk 3.73. [10] Repack rear wheel bearings every 25,0000 miles (remove axle shafts). [11] '62–'63, 3.31, 3.73, 3.54.'64, 3.31, 3.73, 3.31. [12] Super & unsupercharged w/4-speed trans., 3.73. [13] '60, 3.31; S/Wag. & Hawk 3.54. [14] '59 only. '60 3.07. [15] Taxi models & '63 Hawk V8, 2.5. '64, 2.8. [16] For Twin-Traction differential use special Studebaker lubricant, SP–50136. [17] At overhaul only. [18] Unsupercharged; supercharged, 3.73. [19] U.S. production, Mechanics.																		
SUNBEAM																		
Rapier Series, III, IIIA	60–63	O	1	HS	2	CY	HP140–IM	SF	Hyp[5]	.005–9	4.55[4]	4.78[4]	—	1.75	HP	90[5]	80[5]	6000
Alpine Series, I, II, III, IV, Rapier IV	60–65	O	1	HS[1]	2	CY	HP140–1M[2]	SF	Hyp.	.005–9	3.89	4.22[6]	3.89	1.75	HP	90	80	6000
Imp	64–65	—	—	—	—	—	—	[8]	Hyp.	.0035–55	4.857	—	—	4.5[9]	HP	80	75	15000
Minx Deluxe Sedan	65	O	1	—	2	CY	—	SF	Hyp	.005–9	3.89	—	3.89	1.75	HP	90	80	6000
Tiger 260	65	O	1	—	2	CY	—	SF	Hyp	.004	2.88	—	—	2.5	HP	90	80	6000
[1] Or BRD. [2] BRD—sealed prepacked bearings. [3] Series III, spiral bevel. [4] IIIA, 4.22; O'drive, 4.86 (later models 4 44). [5] Series IIIA; series III, 140 summer, 90 winter. [6] Series III, 3.89. [8] IRS with trailing arms and U joints inboard and outboard. [9] Transaxle; Lubrication in common with transmission.																		
THUNDERBIRD																		
352, 430 V8s	60	O	1	Spi	2	CY	CL–1M[1]	SF	Hyp	.004–9	3.70	3.70	3.10[2]	3.75	HP[3]	90	80	[4]
All	61–65	O	1	Spi	2	CY	6M[1]	SF	Hyp	.004–9	—	—	3.00	3.75[6]	HP	90	90[5]	[4]
If no grease fittings, repack at 20,000 with u-joint grease; '63–'65, 100M or 36 month intervals. [2] 430 V8, 2.91. [3] Std. axles, Fordlub. CB9A–19580–A, B; locking diffs., CCOAZ–19580–A, B. [4] Change only on overhaul. [5] Below –25° F, use SAE 80. [6] '63–'65, 4½ pts.																		
TRIUMPH																		
TR3, TR4, TR4A	59–65	O	1	HS	2	CY	140–6M	SF[4]	Hyp	.004–6	3.7	3.03[5]	—	1.5	HP	90	80	6000[6]
Herald, 1200, Spitfire, Sports 6, 2000	59–65	O	1	HS	2	CY	140–5M[3]	SA	Hyp	.004	4.55[1]	—	—	1.5[2]	HP	90	80	6000[6]
[1] Other ratios, 4.875, 4.11; 2000, 4.1 (Conv.), 3.36 (O'drive), 3.7 (auto.). [2] Herald, Spitfire, Sports Six, 1.0; 2000, 1.75 pts. [3] None reqd. on Herald, Spitfire, Sports Six and Triumph 2000. [4] TR4A, optional swing axles. [5] TR4, 3.7. [6] '64–'65, TR4 and 2000, not necessary. If diff. drained, refill with Shell B.P. 5.5229A; top up with regular HP gear lube.																		

VALIANT																			
All 6 Cyl.	60–65	O	I	Own	2	1	2[4,5]		SF	Hyp	.004–6	3.55[3]	—	3.55[4]	1.75	GL[4,9]	90	80[8]	20000[5]
VV2,[7] VVX2, AV2, AL2 (V8s)	64–65	O	I	Own	2	1	5		SF	Hyp	.004–7	3.23[10]	—	2.93	2.0[10]	MP	90	80	[6]
[1] Front ball and trunnion; rear, cross and yoke. [2] Every 20,000 miles disassemble, clean and repack with fibrous u-joint grease.																			
[3] Also 3.23 and 2.93. [4] Also 3.23 (170 eng.) and 2.93 (225 eng.) [5] '62 models, 32M; '63-'65, not req'd (inspect every 6 months.)																			
[6] No periodic change req'd. [7] Not built or sold in Canada. [8] Use SAE 75 below minus 30F. [9] TV1, use MP. [10] VV2, 2.93, cap. 1.75 pts.																			
VAUXHALL																			
Velox, Cresta	59–64	O	I	HS	2	CY	CL[3]		SF	Hyp	—	4.111[4]	—	[4]	3.5	HP	80	80	[1]
Victor, Envoy	59–65	O	I	HS	2	CY	CL[3]		SF	Hyp	—	4.125[2]	—	—	2.5	MP	80	80	[1]
Bedford CA, Envoy EA	60–64	O	I	HS	2	CY	[3]		SF	Hyp	—	5.285[5]	—	—	3.75	HP	80	80	[1]
Viva, Epic	64–65	O	I	HS	2	CY	Not req'd.		SF	Hyp	.006–8	4.12	—	—	1.25	MP	80	80	[1]
[1] Drain and refill at overhaul only. [2] '60 S/Wagon and all '61 models 4.625.																			
[3] All '60 and '61 models, WB lubricant every 1000 miles; '62 Victor and Envoy pre-packed. '64–'65, not required. [4] All '61, 3.90. [5] '61 model, 4.625.																			
VOLKSWAGEN																			
All	59–65	—	—	—	—	—	—		SA	Sp	[1]	4.43[2]	—	—	[3]	GL[4]	90	80	15000
[1] Etched on matched gear sets. [2] Changed to 4.37 in '60 on 1200s; 4.125 on 1500 models.																			
[3] Lubrication in common with transmission; total cap. 3.5 pts for 1200s, 5 pts. for 1500s. [4] Hypoid lubricants not necessary.																			
VOLVO																			
PV444, PV544, 122S	59–61	O	2	HS	3	CY	CL–3M		SF	Hyp	.004–8	4.56	—	—	2.25	HP	80	80	12000[1]
"B18" Engine models	62–65	O	2	HS	3	CY	MP[4]		SF	Hyp	.0032–59[3]	4.1	[2]	4.1	2.25	HP	80	80	12000[1]
[1] Clean and repack rear wheel bearings with WB grease every 25,000 miles. [2] P1800, 4.56. [3] '63-'65, .004–8. [4] '63-'65, CL.																			
WOLSELEY																			
15/60	59–61	O	I	HS	2	CY	CL–1M		¾F	Hyp	.007–9	4.55	—	—	2.75	MP	90	90	6000
6/99	59–61	O	I	HS	2	CY	CL–1M		¾F	Hyp	—	—	3.91	3.54	3.25	HP	90	80	6000
16/60	62–65	O	I	HS	2	CY	CL–1M		¾F	Hyp	—	4.3	—	4.3	2.25	Hyp	90	80	6000
6/110	62–65	O	I	HS	2	CY	CL–1M		¾F	Hyp	—	3.9	—	—	—	—	—	—	—

BT—Ball & trunnion. CL—Chassis lubricant. CY—Cross & Yoke. GL—Straight mineral oil. HP—Hypoid gear lube. HS—Hardy Spicer. Hyp—Hypoid, Me—Mechanics. MP—Multi-purpose gear lube. O—Open. SA—Swing axles. SF—Semi-floating. Sag—Saginaw. Sp—Spiral bevel. Spi—Spicer. TT—Torque tube. WB—Wheel bearing grease. WD—Worm drive.



STEERING AND FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manual				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
ACADIAN															
9000, 71000 Series	62-65	Sag	RB	20	[1]	Sag	Li	20	Co	1P± .5	.5P± .5[2]	.250/.375	7± .5[2]	18.5	Delco-Dir
All Acadian Beaumont (8000 Series)	64	Sag	RB	24.0	[1]	Sag	Int	17.5	Co	.25± .5	.75± .5	0/.125	8.25± .5	18.4	Delco-Dir
73000 Series Beaumont	65	Sag	RB	24	[1]	Sag	Int	17.5	Co	1N± .5[3]	.5P± .5	.125/.25	8.25± .5	18.4	Delco-Dir
	[1] Use GM special steering gear lube No. 5263437. [2] '62-'64, camber 0/1P; Strg. Axis incl., 6.5/7.5. [3] Sport Deluxe models, Caster .5N± .5.														
AUSTIN															
A35, A40 Farina	59	CG	CL	12	HP90	—	—	—	Co	3	1P	.062/.125	6.5	—	Arm-AT
A55 Cambridge	59	CG	CL	15	HP90	—	—	—	Co	1.5	.5P	0/.125[1]	7	—	Arm-AT
A95 Westminster	59	Bur	CL	16	HP90	—	—	—	Co	1.75	1P	0/.125	6.5	—	Arm-AT
Austin-Healey 100-Six	59	Bur	CL	14	HP90	—	—	—	Co	1.75	1P	.962/.125	6.5	—	Arm-AT
A-H Sprite, Sprite Mk II, Mk III	59-65	CG	RP	—	HP90	—	—	—	Co	3	1P	.062/.125[5]	6.5	—	Arm-AT
A55 Cambridge II	59-61	CG	CP	15	HP90	—	—	—	Co	3	.75P	0	6.5	—	Arm-AT
Austin-Healey 3000, 3000 MK III	59-65	Bur	CP	15	HP90	—	—	—	Co	2	1	.062/.125	6.5	—	Arm-AT
850, Cooper, Super	60-65	CG	RP	—	GL140	—	—	—	[2]	3	1-3[3]	.062[4]	9.5	—	Arm-Dir
A99, A110 Westminster	60-65	—	CL	21	HP90	—	—	—	Co	1.25	1	.125	7.5	—	Arm-AT
A40 Mk II	62-64	—	CL	12	HP90	—	—	—	Co	4	.5	.062/.125	7	—	Arm-AT
A60 Cambridge	62-65	—	CL	15	HP90	—	—	—	Co	1.5	.75/1	.062/.125	6.5	—	Arm-AT
1800	65	—	RP	—	EP140	—	—	—	[6]	—	—	—	—	.0625	[6]
	[1] A55, .0625/.125. [2] Rubber suspension units, Hydroastic after '64. [3] Rear wheels 1° positive. [4] Toe-out at front wheels; .125 in. tow-in at rear wheels. [5] Sprite Mk II, 0/.125. [6] "Hydrolastic" fluid-in-rubber suspension.														
BMW															
1800, 1800 T1	63-65	Gem	WR	15.5	Hyp90	—	—	—	Co[1]	3± 1	.5± 1	.0787	8± 1	19± 1	Dir[2]
	[1] Lower wishbone w/McPherson struts. [2] Boge Atos, FTOS32.														
BORGWARD															
All	59-61	ZF	WP	14.27[1]	MP90	—	—	—	Co	3.5	0-1	.0	6.25	—	Boge-Dir
	[1] L542 type shown. ZF Gemmer GA15 also used, 15.43:1 ratio, type GA16c used in '59 & '60.														
BUICK															
All	59-60	Sag	RB	23.6[3]	MP	Sag	Int	17.5	Co	2N± .75[1]	1P/.5N	.062/.156	7[2]	18	Delco-Dir
4000, 4100, 4300 (Special)	61-63	Sag	RB	22.1	MP	Sag	Int	20.8[8]	Co	2N± .5[4]	.25N/1N[4]	.125/.1875[9]	7.5	16.4[9]	Delco-Dir
4400, 4600, 4700, 4800	61-63	Sag	RB	28.1[5]	MP	Sag	Int	17.5	Co	1.3N/± 1[7]	1P/.5N[6]	.1875/.281[10]	9.52[2]	17.5[10]	Delco-Dir
Special	64-65	Sag	RB	24	[11]	Sag	Int	17.5	Co	.5N± .5	.5P± .5	.218/.313[12]	8	18.6[12]	Delco-Dir
Le Sabre, Wildcat, Electra	64-65	Sag	RB	28[13]	[11]	Sag	Int	17.5	Co	.5N± 1[14]	1-.5N[14]	.218/.313[14]	10°43'@53'	17.9[15]	Delco-Dir
Riviera	64-65	—	—	—	—	Sag	Int	17.5	Co	1P± .5	.5P± .5	.187/.313	9°52'&50'	22°5'	Delco-Dir
	[1] Power steering, .5N± 1.0. [2] @ .823 camber '59 models; 750° '60 models; 80° '61 models; .83 '63 models. [3] '60 models 24.0 (4400 and 4600 only). [4] Each side must be within .75° of the other. [5] 4400 and 4600 only. [6] .33P desired on both wheels. [7] '62, 2N± 1, '63, .5N± 1 (see note 4). [8] '63, 17.5. [9] '63, .218/.313; Toe-out, 17.6. [10] '63, .218/.313; Toe-out 17.9. [11] Use GM spec. steering gear lube No. 5263437. [12] '65, Toe-in, .125/.25, Toe-out, 21.25°. [13] Le Sabre models, 24.1. [14] '65, Caster, 1P± .5, Camber, .25P± .75-.25, Toe-in, .188/.313. [15] '65, Le Sabre, man. 23°32', power, 22°46', Wildcat, man. 23°, Wildcat & Electra, power, 21°47'.														
CADILLAC															
60, 60S, 62, 63, 64, 75, 86	59-60	—	—	—	—	Sag	Int	17.5	Co	0/1N[2]	.375N/.375P	.187/.251	4	17.3	Delco-Dir
67, 68	59-60	—	—	—	—	Sag	Int	17.5	Co	.75N/1.75N[2]	.375N/.375P	.187/.251	4	17.3	Delco-Dir
60, 62, 63, 75, 68-69000	61-65	—	—	—	—	Sag	Int	16[4]	Co	1P± .5[5]	.125N/.375P[3]	.187/.25	6	18.1	Delco-Dir
	[1] Air suspension models, .062± .031. [2] Adj. must be within .5 or less on both sides of car. [3] Left wheel; right, .125P/.375N [4] '61-'64, 17.5. [5] '61-'64, .5N/1.5N.														

CHECKER																
All	61–65	Sag	RB	24	MP90	Sag[2]	RB[2]	17.5[2]	Co	2P	.5P/1.5P	.06/.12	7[1]	17.5	Gab—Dir
[1] At 1 deg. camber. [2] '61–'63, Ben., Li., ratio 24.																
CHEVROLET																
Corvair	60	Sag	RB	18	SG	—	—	—	Co	3[1]	5± .5[2]	.187[3]	7± .5	30 5[4]	Delco-Dir
Corvair (exc. 95 and 1200)	61–63	Sag	RB	18	SG	—	—	—	Co	1.5/2	.5P± .5[5]	.250/.375[6]	7± .5	18	Delco-Dir
Corvair 95 and 1200 Series	61–63	Sag	RB	20	SG	—	—	—	Co	2.5P± .5[7]	.25P± .5	.031/.093[7]	4.5	—	Delco-Dir
Corvair	64	Sag	RB	20	[8]	—	—	—	Co	1.5/2	.5N/.5P	.25/.375[6]	6.5/7.5	—	Delco-Dir
Corvair	65	Sag	RB	18	[8]	—	—	—	Co	2P± .5[9]	1P± .5[9,10]	.25/.375[6,10]	6.5± .5	—	Delco-Dir
[1] +0° to — 5°; adjust to within .25° of opposite wheel. [2] Rear wheel, 1.5± .5; adjust to within .25° of opp. wheel. [3] +0 to .062 in; rear wheels toe-in, 0 to .25 in. [4] With inside wheel at 33.75°. [5] Rear wheels, 1+ .5. [6] Rear wheels .125/.375. [7] '63, 1200 series, P1–1.5; toe-in, .012/1.187. [8] Use GM spec. steering gear lube No. 5263437. [9] Within 5° of opposite side. [10] Camber (rear) IN to 0; toe-in, .125/.375.																
Chevy II	62–65	Sag	RB	20	[1]	Sag	Li	20	Co	1± .5	.5P± .5[2]	.250/.375	7± .5[2]	18.5	Delco-Dir
[1] Use GM spec. steering gear lube No. 5263437. [2] '62–'64, camber 0/1P; strg. axis incl., 6.5/7.5.																
Chevelle	64–65	Sag	RB	24.0	[1]	Sag	Int	17.5	Co	.25± .5[2]	.75± .5[2]	0/.125[2]	8.25± .5	18.4	Delco-Dir
[1] Use GM special steering gear lube No. 5263437. [2] '65 Sport Deluxe models, caster, .5N± .5; '65, caster, 1N± .5, camber .5P± .5, toe-in, .125/.25.																
All Std. suspension	59–64	Sag	RB	24	[1]	Sag	Li	20	Co	0 ± .5	.5P± .5	.125/.2[2,3]	7.25± .5	18	Delco-Dir
All Air suspension	59	Sag	RB	24	MP	Sag	Li	20	Co	1.5P± .5	.5P± .5	0/.125	7.25± .5	18	Delco-Dir
All	65	Sag	RB	24	[1]	Sag	Int	17.5	Co	.25P± .5[2]	.25P± .5[2]	.125/.25	7.25± .5	18	Delco-Dir
[1] @ 5° camber. [2] '60 models, 2P± .5; 0± .5, 0—.125. [3] 61–'62, .0625/.125; '63–'64, .062/.187. [4] Use GM special steering gear lube No. 5263437.																
Corvette	59–60	Sag	WS	16	MP	—	—	—	Co	2.25P± .5	.5P± .5	.125	4± .5	17	Delco-Dir
Corvette	61–62	Sag	WS	16	MP	—	—	—	Co	2P± .5	0± .5	0/.12	3.5/4.5	17	Delco-Dir
Corvette	63–64	Sag	WS	16	[3]	Sag	Li	17.1	Co	1.75± .5	P.75± .5[1]	.187/.311[1]	7± .5	18.5	Delco-Dir
Corvette	65	Sag	WS	16	[3]	Sag	Li	17.1	Co	1.5P± .5[4]	.75± .5[4]	.218/.343[4]	7± .5	18.5	Delco-Dir
[1] Rear wheels, N.333± .5 camber; toe-in, 0–.125; '64, Rear wheels toe-in 0–.0625. [3] Use GM special steering gear lube No. 5263437. [4] Caster & camber within .5° of opposite side; rear wheels, camber 0°20'N± 30', toe-in, 0/.0625P.																
CHRYSLER																
LC2, MC1, MC2	59	Own	WR	20.4	MP90	Own	Int	15.7	TB	.75N± .75[10]	.25P± .25[10]	.125	6.75± 1	18.8	Own-Dir
L3, MC3	59	—	—	—	—	Own	Int	15.7	TB	.75P± .75	.25P± .25[10]	.125	6.75± 1	18.4	Own-Dir
All	60–61	Own	WR	20.4	MP90	Own	Int	15.7	TB	[14]	[15]	.125	6.5	18.7	Own-Dir
SC1-2-3, TC1-2, VC1-2, AC1-2	62–65	Own	WR[2]	20.4	MP90	Own	Int	15.7	TB	.5N± .5[3]	.5± .25[16]	.125	9[1]	18.8	Own-Dir
TC3, VC3, AC3	63–65	—	—	—	—	Own	Int	16	TB	.5N± .5[3]	.5± .25[16]	.125	9[1]	18.8	Own-Dir
TC2-300J, VC2-300K	63–64	—	—	—	—	Own	Int	16	TB	.25± 1.25	.5[16]	.125	5.5–7.5	18.8	Own-Dir
[1] To '64, 6.5° @ 0° camber. [2] SC2, SC3, power steering only. [3] Power steering, caster .75± .5; '65 manual steering, 0°/minus 1°; power steering, 0°± ½°. [10] Left side (.375P preferred); right side, 0± .25 (0° preferred). [14] '60 manual steering .5± .5; power steering, .75± .5; all '61 models, .75N± .75 [15] Left .375± .25; Right, .125± .25. [16] Right wheel, .25± .25.																
CITROEN																
DS 19 and Pallas	59–65	Own	RP	14	MP	Own	Li	14	Air-oil	[1]	1.5	0/.117	—	—	—
ID 19	59–65	Own	RP	16	Grease	—	—	—	Air-oil	[1]	1.5	0/.117	—	—	—
[1] Adjusted with 6 mm. shims at lower suspension arm.																
DAIMLER																
SP 250	60–64	CG	CL	[1]	EP90	—	—	—	Co	2	2	125	7	—	Arm-Dir.[2]
[1] 2.6 turns lock to lock. [2] Front; arm-type at rear.																
DATSUN-NISSAN																
72.5 Eng. (PL410 Series)	63–65	Own	CL	14.8	MP90	—	—	—	Co	1.5	1.5	.08–12	6.5	—	Tokico-Dir
115 Eng. (LG31 "Cedric" Series)	63–65	Own	WR	19.7	MP90	—	—	—	Co	1.5	1.5	.08–12	6.5	—	Tokico-Dir
90.7 Eng. (Sports)	63–65	Own	CL	14.8	MP90	—	—	—	Co	2.75	1.33	.08–12	6.5	—	Tokico-Dir

AA—Alford & Adler. All—Allinquant. Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sachs. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. Li—Linkage. LS—Leaf springs. Mon—Monroe. New—Newton. RB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilus. TB—Torsion bars. WBN—Worm & ball nut. WG—Warner Gear. WM—Woodhead-Monroe. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller. WS—Worm and sector.

STEERING AND FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING								FRONT END ASSEMBLY						
		Manual				Power										
		Make	Type	Gear Ratio	Gear Lube, Type & Grade	Make	Type	Gear Ratio		Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
											*Outside wheel angle with inside wheel at 20 degrees					
DE SOTO																
LS2, LS3, MS2, MS3	59	Gem	WR	20.4	MP90[1]	Own	Int	15.7		TB	.75N± .75[7]	.25P± .25[9]	.125± .03	6.5	18.4	Own-Dir
PS3, RSI	60-61	Own	WR	20.4	MP90[1]	Own	Int	15.7		TB	.5N± .5[10]	.37± .25[11]	.125	6.5	18.7	Own-Dir
	[1] Above −10° F.; below, MP80; below 30° F., MP75. [7] Std. steering; power steering, .75± .75. [9] Left side, .375P° preferred; right side, 0± .25, 0° preferred. [10] Manual steering; power .75± .5; RS1, .75N± .75. [11] Left side; right, .125± .25.															
DKW, AUTO-UNION																
DKW F93, F94	59	AU	RP	16.7	CL	—	—	—		LS	—	2.17± .5	0/.079	8.66	—	FS-Dir[1]
AU 1000 models	59-63	AU	RP	19.1	CL	—	—	—		LS[2]	.3/.8[3]	1.5± .33	0-.079[4]	8.07± .3	17.2± .75	FS-Dir[1]
DKW 750, Junior 800	60-63	AU	RP	15.95	GL90	—	—	—		TB	.83	.75	0	5	17.2	Boge-Dir
	[1] Or Boge, AU 1000 sp. has type 32-339. [2] Single transverse leaf spring above, wishbone below. [3] Depending on load. Difference in two wheels must not exceed .5°. [4] With car laden.															
DODGE																
LE1, 2, 3; ME1, 2; MD3	59	Own	WR	18.2[10]	MP90[1]	Own	Int	15.7		TB	.75N± .75[2]	0± .25[8]	.125	5.75/7.25	18.8	Own-Dir
PD2, 3, 4; RD1, 3, 4	60-61	Own	WR	20.4	MP90[1]	Own	Int	15.7		TB	.5N± .5[11]	.37± .25[12]	.125	6.5	18.7	Own-Dir
RW1	61	Sag	WBN	20	MP90[1]	Own	Int	15.7		TB	.5N± .5	.5± .25[3]	.125± .031	6.5/8.5	17.7	Own-Dir
SL1; TD1, 2; VD1, 2; AD1, 2; TL1[5]	62-65	Own	WBN	24	SG Grease	Own	Int	15.7		TB	.5N± .5[2]	.5± .25[3]	.125± .03	7.5[6]	17.5/18	Own-Dir
SD3	62	Own	WR	20.4	MP90[1]	Own	Int	15.7		TB	.5N± .5[2]	.5± .25[3]	.125± .03	6.5	18.8	Own-Dir
TD2-P[5] (Polara)	63	Own	WBN	24	MP[13]	Own	Int	15.7		TB	.5N± .5[2]	.5[3]	.125	7.5[6]	17.5	Own-Dir
TA3,[5] VA3[5] (Custom 880)	63-64	Own	WR	20.4	MP[13]	Own	Int	15.7		TB	.5N± .5[2]	.5[3]	.125	6.5	18.8	Own-Dir
Dart VL2	64	Own	WBN	24	SG	Own	Int	15.7		TB	.5N± .5[14]	.5[3]	.125	5.5/7.5	18	Own-Dir
	[1] Above −10° F.; below, MP80; below −30° F., MP75. [2] Power steering, .75± .5; AD1, 2, '65, manual steering, 0° to minus 1°; power steering, 0°± ½°. [3] Left wheel, right .25± .25. [5] Not built or sold in Canada, also SD1, 2, 2-P. [6] At 0° camber; '65, 9°. [8] Right side (0° preferred); left side, 0°± .5° (.38P° preferred.) [10] MD3, 20.4. [12] Left side; right .125± .25. [13] Or GL-4.															
EDSEL																
All	59	Ford	RB	23.6	[1]	Ford	Li	20		Co	0/1P	.5/1.5P	.062/.125	—	—	Dir
All	60	Ford	RB	20	[2]	Ben	Li	20		Co	.5N/.5P	.5/1.5	.125/.156	—	—	Dir
	[1] Ford lubricant, M-4738. [2] Ford lubricant LA-19578-A.															
FIAT																
600, 600D, 750	59-65	Fiat	WS	13	GL90	—	—	—		LS	9± 1	1± .3	0/.08	5.5	—	RIV-Dir
600 Multipla, 600D Multipla	59-61	Fiat	WR	16.4	GL90	—	—	—		Co	5.5/6.5	.2/.8	0/.031	7	—	RIV-Dir
1100, 1100F, 100D	59-65	Fiat	WR	16.4	GL90	—	—	—		Co	2.1± .2	.5± .3	.05/.125	7	15.5	RIV-Dir
2100	60-61	Fiat	WR	16.4	GL90	—	—	—		TB	.32N/.32P	.32/1.0	.23/.31	6.5	—	RIV-Dir
1500 Cabriolet	64-65	Fiat	WR	16.4	GL90	—	—	—		Co	2/2.6	.2/.8	.05/.1	7	—	Riv-Dir
FORD																
Falcon	60	Ford	RB	19.88	[1]	—	—	—		Co	0/1	0/1	.156/.218	—	—	Dir
Falcon	61-64	Ford	RB	19.88	[1]	Ford[4]	Li	19.88		Co	0/1	0/1[3]	.250/.312	7.3	18.15[2]	Dir
Falcon	65	Ford	RB	19.88	[1]	Ben	Li	16		Co	+¾	+½	.156/.406	7.25[5]	19.125[6]	Ford-Dir
	[1] Ford lubricant. No. ESW-M-1C87A. [2] '63-'64, 18½ deg. w/V8 eng. 18.9. [3] '64, 1.5± .5. [4] '64, Bendix. [5] @ + ½° camber. [6] W/6 cyl.; V8, 18.875.															
Fairlane	62-64	Ford	RB	20	[1]	Ben	Li	20		Co	0± .5	0/1	.062/.188[3]	7.25	17.5	Gab-Dir[2]
Fairlane	65	Ford	RB	20	[1]	Ben	Li	16		Co	0± 1	+¼± ½	.094/.344	7.75	17.5	Gab-Dir
	[1] Ford lubricant ESW-M-1C87. [2] Ford rear shocks. [3] '64, .188-.312.															
Mustang	65	Ford	RB	19.9[1]	[2]	Ben	Li	16		Co	+1± 1[3]	+½± ¾	.094/.344	7.25[4]	19.125[5]	Ford-Dir[6]
	[1] Optional 16;1. [2] Ford lub. C3AZ-19578-A. [3] W/6 cyl.; V8, 0± 1. [4] @+½° camber. [5] W/6 cyl.; V8, 18.875. [6] Also Gab & Mon.															

All	59	Ford	RB	20	[2]	Ben	Li	20	Co	0/1P	.5P/1.5P	.062/.125	—	—	Ford–Dir[3]
All	60	Ford	RB	20	[2]	Ben	Li	20	Co	.5N/.5P	.5/1.5	.125/.156	—	—	Dir
All	61–64	Ford	RB	22	[2]	Ben[4]	Li	20	Co	.5N/.5P	.25/1	.125/.250	6.75[5]	17.4	Dir
Ford (all)	65	Ford	RB	24	[2]	Ford	Int	17	Co	+1±1	+½±½	.031/.281	7	18.1	Ford-Dir

[2] Ford lubricant, part No. ESW-M-1C87; '65, C3AZ-19578-A. [3] Or Monroe or Gabriel. [4] '62-'63, Ford. [5] '64, 7.125 deg.

FORD (British)

All L-head	59	—	WP	11.5	HP140[1]	—	—	—	Co	2.25/3.75	.75/2.25	.062/.125	3.5/5	—	Dir
Consul, Zephyr, Zodiac	59	—	WP	16.8	HP90	—	—	—	Co	0/1.25	.5/2.25	.062/.125	3.5/4.5	—	Dir[3]
Prefect III	60	—	WP	11.5	HP90	—	—	—	Co	1/2.5	.75/2.25	.062/.125	3.5/5	—	Dir
Consul, Zephyr, Zodiac, Consul 375	59–61	—	RB	18	HP90	—	—	—	Co	0/1.25	.5/2.25	.062/.125	3.5/4.5	—	Dir[3]
Anglia, Consul 315 & Capri	60–65	[5]	RB	14	HP90	—	—	—	Co	3[4]	1[4]	.062/.125[4]	5.6[4]	17/18.5	Arm-Dir[3]
Consul Cortina	63–65	[5]	RB	15	90EP	—	—	—	Co	1.2/2.7	.67/2.17	.062/.125	4.25/5.5	17.5/18	Dir

[1] Steering boxes with yellow paint on cover; others, 90. [3] Arm type at rear.
[4] Vehicle laden. Consul 315, specs. as for Prefect III except steering axis incl. 6.25/7.75° (unladen). [5] Ford/Burman.

FORD (German)

Taunus 12M	59–61	—	WR	13.6	HP90	—	—	—	Co	.75/2.25	0/1	.098/.138	4.17/5.17	—	Dir
Taunus 17M	59–61	—	WR	15.8	HP90	—	—	—	Co	.33±.33	1.33±.5	.079/.118	6.11	—	Dir

HILLMAN

Minx Series III, IIIA, IIIB	59–61	Bur	RB	14.5	HP90	—	—	—	Co	.5±.25	.5±.25	.125	5.25±.25	[7]	Gir–Dir[3]
Husky II	61–63	Bur	RB	14.5	HP90	—	—	—	Co	1.3±.25	.5±.25	.125	5.25±.25	[7]	Arm–Dir
Minx IIIC, V, Super I, II, Husky III	62–65	Bur[8]	RB[8]	14.5	HP90	—	—	—	Co	.5±.25[5]	.5±.25	.125	5.25±.25	[7]	Gir-Dir[3]

[1] Or recirculating ball, 14.5:1. [2] Or .5±.25. [3] Or Woodhead-Monroe. [4] IIIB, ±.5. [5] Super, .75±.5.
[7] Outside wheel 20°, inside, 22°. [8] Or Cam Gears type PQM.

HUMBER

Super Snipe I, II, III, IV	59–64	Bur	RB	17.5[3]	HP90	[2]	Li	17.5[3]	Co	.5N	.75±.5[5]	.125	8.25±.25	[4]	Arm–Dir
Super Snipe V, Imperial	65	Bur	RB	18.3	HP90	Bur	Li	18.3	Co	.5P	.75±.25	.125	8.25±.25	[4]	Arm-Dir

[2] Hydro-Steer. [3] Series IV, 18.3. [4] Outside wheel 20°, inside, 22.2°±.5. [5] Series IV, .75±.25. N.B. All alignment specs, are for laden vehicle.

IMPERIAL

LY1, MY1	59	—	—	—	—	Own	Int	15.7	TB	.75±.75	0±.25[1]	.094/.156[2]	5.75/7.25	18.4	Own–Dir
PY1, RY1, SY1, TY1, VY1, AY1	60–65	—	—	—	—	Own	Int	15.7	TB	.75±.5[4]	[3]	.125	9[6]	1.86[5]	Own-Dir

[1] Right (0 preferred); left, .25±.25 (.375 preferred). [2] .125 preferred. [3] Left, .375±.25; right, .125±.25; SY1, TY1, VY1, left .5±.25, right, .25±.25.
[4] RY1, .75N±.75; SY1, .5N±.5; 65 AY1, 0° to minus 1°. [5] TY1, VY1, 21.5. [6] '60–'64, 6.5.

JAGUAR

Mk VII, VIII, IX	59–61	Bur	RB	—	MP140	Bur	Int	—	TB	0/.25	1/1.25	.125	8	—	Gir–Dir[2]
XK140, XK150	59–61	Bur	RP	—	CL	—	—	—	TB	1.5/2	.5/1	.125	5	—	Gir–Dir
2.4, 3.4	59	Bur	RB	—	MP140	—	—	—	Co	.5/1	.5/1	.0625	6.75	—	Gir–Dir
3.8 Mk 2	60–65	Bur	RB	20.3	MP140	Bur	Int	21.4	Co	.25N/.25P[5]	.5/1[5]	0/.062[5]	6.75[3]	—	Gir–Dir
XK "E" type	61–65	AA[1]	RP	—	CL	—	—	—	TB	1.75±.25[6]	.25±.25	.06/.125	4	—	Gir–Dir
Mk X	62–64	—	—	—	—	Bur	Int	18.9	Co	0/.125[4]	.5±.25	.062/.125	3.75	—	Gir-Dir
3.8 S-Type	64–65	Bur	RB	20.3	MP140	Bur	Int	18.9[7]	Co	.25N/.25P[7]	.5P±.5	0/.062	3½	—	Gir-Dir
Mk X (4.2 engine)	65	—	—	—	—	[8]	CR	[9]	Co	0±.5	.5P±.5	.06/.125	8	—	Gir-Dir

[1] '63, Own. [2] Mk VII, arm type. [3] '63, 3.5. [4] '64, caster .25N/.25P. [5] '65, caster, 0±.5, camber .5±.5, toe-in, .062/.125. [6] '65, 2±.5.
[7] '65, ratio, 16.7; caster, 0±.5. [8] Adwest Varamatic. [9] 21.5 to 13 (options).

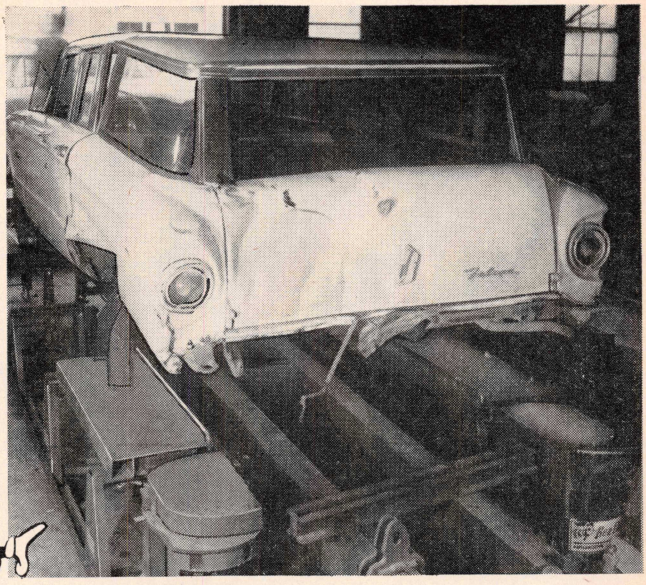
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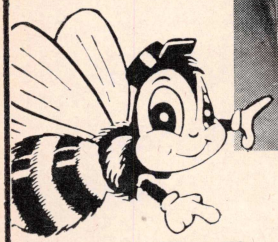
All (except Wagoneer, Gladiator)	59–65	Ross	CL	17.9[1]	GL4–80	—	—	—	LS	3	1.5	.05/.09	7.5	[4]	Mon-Dir[2]
Wagoneer, Gladiator (6-230)	63–65	Ross	CL	24	GL4–80	Ross	CL	26	LS[3]	2.5–3.5	1.5	.05/.09	7.5	—	Mon-Dir
Wagoneer & Gladiator (8-327)	65	Sag[5]	[5]	24	GL4-80	Sag	IWT	17.5	LS[3]	2.5–3.5	1.5	.05/.09	7.5	—	Mon-Dir

[1] Utility vehicles, 28.5; FC 150 & 170, 32.8. [2] Some models, Gabriel. [3] Torsion bar ind. fr. susp. optional.
[4] CJ5 & 5A, CJ6 & 6A, FC150, FC170, 4WD vehicles, 20°; DJ3A, DJ5, DJ6, 22°. [5] Gladiator, Gem., W.R. type; Wagoneer, WBN.

AA—Alford & Adler. All—Allinquant. Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sachs. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. Li—Linkage. LS—Leaf springs. Mon—Monroe. New—Newton. RB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilus. TB—Torsion bars. WBN—Worm & ball nut. WG—Warner Gear. WM—Woodhead-Monroe. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller. WS—Worm and sector.

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STEERING AND FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manual				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
*Outside wheel angle with inside wheel at 20 degrees															
LAND ROVER															
Series II, IIA (four-wheel drive)	59–65	Bur	RB	[2]	GL140[1]	—	—	—	LS	3	1.5	.047/.094	7	—	WM-Dir
[1] Above 32° F.; 0°–32°F., 90; below 0°F., 80. [2] Straight ahead position; 23.8 on lock.															
LINCOLN CONTINENTAL															
All	59–65	—	—	—	—	Sag[2]	Int	17	Co	0/1.5N[3]	0/.75[4]	.062/.187[5]	7.5[1]	17.8	Gab-Dir
[1] '61–'65 models 7 at ¾ deg. camber. [2] '62–'65 Ford. [3] '63–'64, .75N/2.25N; '65, .5N/2.5N. [4] '65, .25/1.50. [5] '65, .031/.281.															
MERCEDES-BENZ															
220S, 220SE	59	DB	RB	23.4	HP90	—	—	—	Co	4± .5[2]	.5 ± .25[2]	.08[2]	5	—	FS-Dir
300	59–61	DB	RB	—	HP90	—	—	—	Co	2/3	.5/.75	.08	2 25/2.5	—	FS-Dir
300SL	59–62	DB[3]	RB	16.7	HP90	—	—	—	Co	4.5± .5	.5± .2	0/.078	2.5± .25	—	FS-Dir
220b, Sb, SEb	60–65	DB	RB	21.4	HP90	—	—	—	Co	2.5± .5	.5± .2	0/.079[2]	5 5[2]	17.5	Bil[4]-Di
180s, 190s (except 190Dc)	59–65	DB	RB	18.5	HP90	—	—	—	Co	3.6± .5[8]	.5± .2	0/.078	5.5± .25	—	FS[7]-Dir
219, 220S	59–63	DB	RB	20.8	HP90	—	—	—	Co	3.8± .5	.5± .2	0/.078	5.25± .25	—	FS[7]-Dir
300SE	62–65	—	—	—	[2]	DB	Int	17.2	Air Ride	4± .25	.5± .2	0/.078	5.5± .2	—	FS[7]-Dir
300d	62–63	—	—	—	[2]	ZF	—	24	Co	2.3± .6	.5± .2	0/.078	2.5± .25	—	FS[7]-Dir
190Dc	62–65	DB	RB	21	HP90	—	—	—	Co	3.5± .25	5± .2	0/.078	5.5± .5	—	FS[7]-Dir
230SL	63–65	DB	RB	21.4	HP90	DB	—	17.3	Co	3.25± .25	0± .33	0/.08	5.5± .15	0	FS[7]-Dir
[2] Auto trans. fluid. [3] or ZF. [4] Bilstein (or Stabilus). [6] 220 SEb coupe front .5°± 10 min., rear 1° 20 min.± 30 min. [7] Or Bilstein. [8] 190SL, 4°± .5.															
MERCURY (MONARCH to '61)															
Comet	60	Ford	RB	19.88	[1]	—	—	—	Co	0/1	0/1	.156/.218	—	—	Dir
Comet	61–64	Ford	RB	19.88	[1]	Ford	Li	19.88	Co	0/1	0/1[2]	.250/.312	7.3	18.5	Dir
Comet	65	Ford	RB	16	[1]	Ben	Li	16	Co	+.75[5]	+.5	.156/.406	7.25[4]	19.125[3]	Ford-Dir[6]
[1] Ford lubricant No. ESW-M-1C87A. [2] '64, 1.5± .5. [3] W/6 Cyl.; V8, 18.875. [4] @ +.5° camber. [5] W/6 cyl.; V8, –.25. [6] Also Gab.															
Meteor	62–63	Ford	RB	20	[1]	Ben	Li	20	Co	0± .5	0/1	062/.188	7.25	17.43	Gab-Dir[2]
Meteor	64	Ford	RB	22	[3]	Ben	Li	20	Co	0± .5	.25/1	.125/.250	6.75[4]	17.4	Dir
Meteor	65	Ford	RB	24	[3]	Ford	Int	17	Co	+1± 1	+.5± .5	.031/.281	7.5[5]	18.1	Ford-Dir
[1] Steering gear lube. [2] Ford rear shocks. [3] Ford lubricant ESW-M-1C87; '65, C3AZ-19578-A. [4] At .5 deg. camber. [5] @ .25° camber.															
All	59–60	Ford	RB	23.6	[1]	Ben	Li	20	Co	0/1.5N	0/.75P	.062/.187	7	17.5[2]	Mon–Dir[4]
All	61–64	Ford	RB	22	[1]	Ben	Li	20	Co	.5N/.5P	.25/1	.125/.250	6.75[5]	17.4	Dir
All	65	Ford	RB	24	[1]	Ford	Int	17	Co	+1± 1	+.5± .5	.031/.281	7.5[3]	18.1	Ford-Dir
[1] Ford lubricant No. ESW-M-1C87A; '65, C3AZ-19578-A. [2] With power steering, 17.3. [3] @ .25° camber. [4] Or Gabriel. [5] At .5 deg. camber.															
METEOR (To 1961)															
All	59	Ford	RB	20	[1]	Ben	Li	20	Co	0/1P	.5P/1.5P	.062/.125	7.1	—	Ford-Dir[2]
All	60	Ford	RB	20	[1]	Ben	Li	20	Co	.5N/.5P	.5/1.5	.125/.156	—	—	Dir
All	61	Ford	RB	22	[1]	Ben	Li	20	Co	.5N/.5P	.25/1	.125/.250	6.75	—	Dir
[1] Ford lubricant LA–19578–A. [2] Or Monroe or Gabriel.															
METROPOLITAN															
1500	59–62	CG	CL	14.5	—	—	—	—	Co	2/3	5/1.5	0/.0625	6.5	—	Gir–Dir

AA—Alford & Adler. All—Allinquant. Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam land ever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sachs. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. Li—Linkage. LS—Leaf springs. Mon—Monroe. New—Newton. RB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilus. TB—Torsion bars. WBN—Worm & ball nut. WG—Warner Gear. WM—Woodhead-Monroe. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller. WS—Worm and sector.

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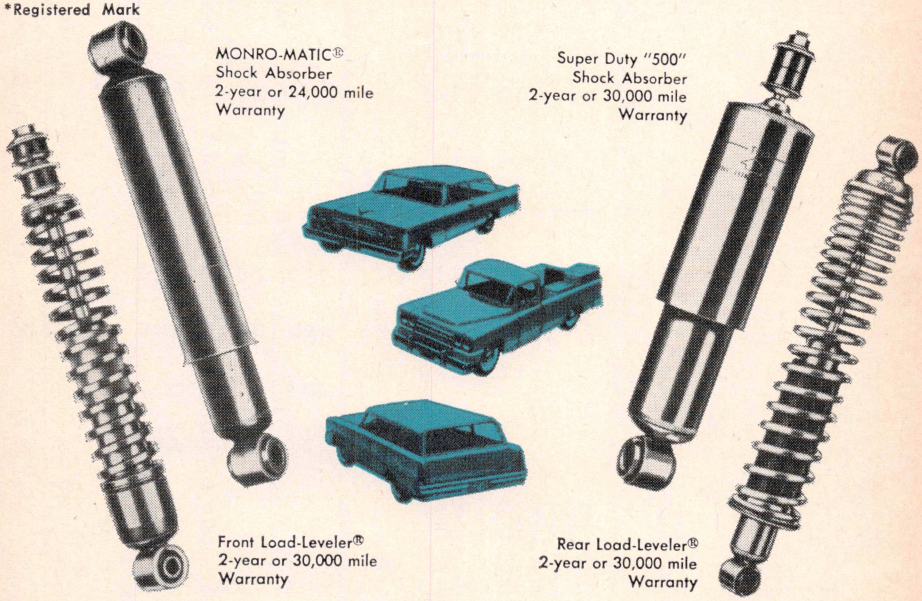
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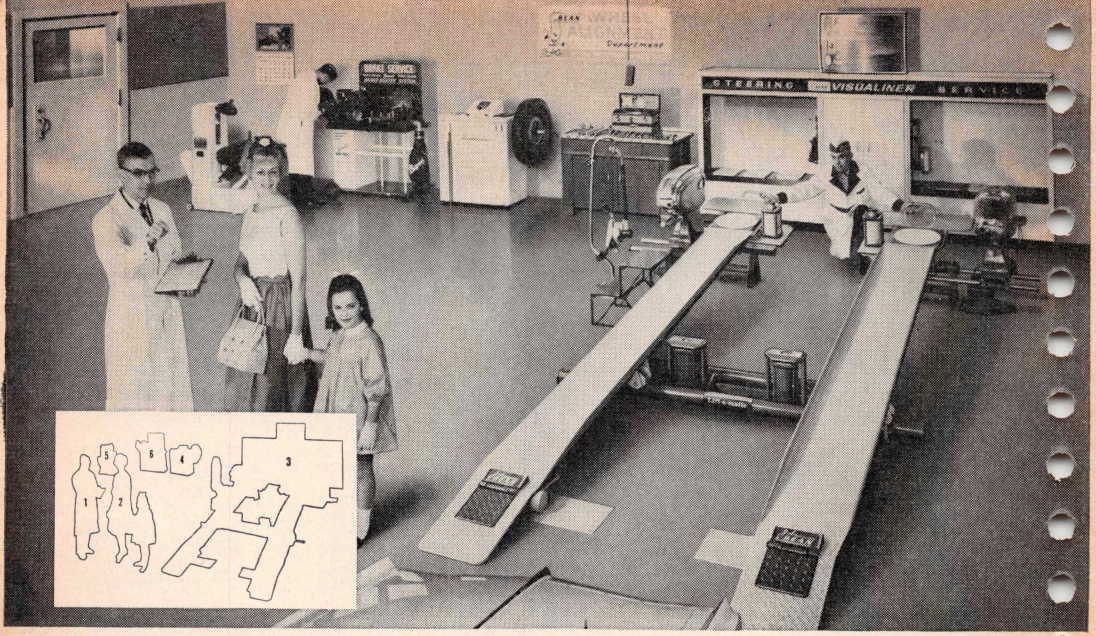
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STEERING AND FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manual				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
									*Outside wheel angle with inside wheel at 20 degrees.						
MG															
Magnette Series ZA, ZB	59	—	RP	—	MP90	—	—	—	Co	3P	1P	0	6	—	Arm–Dir
All MGA models	59–62	—	RP	—	HP90	—	—	—	Co	4P	1P[2]	0	9	—	Arm–AT
Magnette Series III	59–61	—	CL	—	HP90	—	—	—	Co	3P	.75P	0	6.5	—	Arm–AT
Midget, Midget III	61–65	CG	RP	—	HP90	—	—	—	Co	3P	1P	0/.125[3]	6.5	—	Arm–AT
Magnette Mk IV	62–65	—	CL	15	HP90	—	—	—	Co	1.5	.75/1	.062/.125	6.5	—	Arm–Dir
MGB	63–65	—	RP	—	HP90	—	—	—	Co	7	1	—	8	—	Arm–Dir
MG 1100	63–65	—	RP	—	HP90	—	—	—	[1]	6	.5	.062[4]	10	—	[1]
	[1] Hydrolastic suspenson w/rubber cone springs and hydraulic interconnection between front and rear. [2] To ½N on free bump for MGA 1600 [3] '63–'65, .125/.0625. [4] Toe-out at front wheels.														
MORRIS															
Minor, 1000	59–64	—	RP	—	MP90	—	—	—	TB	3P	1P	.094	8.5	—	Arm–AT
Oxford Series III, IV	59	—	RP	—	MP90	—	—	—	TB	3P	.5P	.094	8.25	—	Arm–Dir
Oxford Series V	59–61	—	CL	—	MP90	—	—	—	Co	3	.75P	0/.125	6.5	—	Arm–AT
850, Cooper, Super	60–65	CG	RP	—	GL140	—	—	—	[1]	3	1–3[2]	.062[3]	9.5	—	Arm–Dir
Oxford Mk VI	62–65	—	CL	15	HP90	—	—	—	Co	1.5	.75/1	.062/.125	6.5	—	Arm–Dir
1100	63–65	—	RP	—	HP90	—	—	—	[4]	6	.54	.062[3]	10.0	—	[4]
	[1] Rubber suspension units; Hydrolastic after '64. [2] Rear wheels 1° positive. [3] Toe-out at front wheels; .125 in. toe-in at rear wheels. [4] Hydrolastic suspension w/rubber cone springs and hydraulic interconnection between front and rear.														
NSU															
All	60–64	—	RP	—	CL	—	—	—	Co	—	—	04–6	—	—	Dir
OLDSMOBILE															
88, Super 88, 98	59–64	Sag	RB	23.6[1]	MP	Sag	Int	17.5	Co	0/1N	.25N/.5P	0/.062	10[2]	17± .5[3]	Delco–Dir
F-85	61–63	Sag	RB	22.1	MP	Sag	Int	17.5	Co	.75N/1.75N	.375N/.375P	0/.125	7.5	17± .5	Delco–Dir
F-85	64–65	Sag	RB	24	[4]	Sag	Int	17.5	Co	N.5/N1.5[6]	N.25/P.5	.0625/.125[7]	8[5]	18.6	Delco–Dir
Jetstar I, all 88 & 98	65	Sag	RB	24	[4]	Sag	Int	17.5	Co	1N± .5	.25N/.5P	.125/.187	11	18.3[8]	Delco–Dir
	[1] '60–'62 models, 24. [2] '61–'64 models, 11°. [3] W/power steering, 16 ± .5. [4] GM steering lube, 5263437. [5] At 1° camber. [6] '65, N1± .5. [7] '65, .125/.187. [8] Powersteering, 17.7.														
PANHARD															
PL17, PL17 Tiger	60–64	TOC[1]	RP	—	—	—	—	—	LS	1.16P	1P	.12/.31[3]	9.8	—	[2]
	[1] Or Flector. [2] Houdaille or Carbon direct-acting. [3] Toe-out.														
PEUGEOT															
403, 403/7	59–65	—	RP	16.5[3]	CL	—	—	—	Ind–LS	2± 1	.2± .75	2± 1[1]	10± .75	17.5	AT
404	61–65	—	RP	20[4]	CL	—	—	—	[2]	2± 1	.5± .75	2± 1	9.5± 10	—	Own–Dir
	[1] Degrees. [2] Integral telescopic type with helical spring and lower wishbone. '64–'65, Swaybar added. [3] '64–'65, models, 17.6. [4] '64–'65, models, 18.6.														
PLYMOUTH															
LP1, LP2, MP1, MP2	59	Own	WR	18.2	MP90[1]	Own	Int	15.7	TB	.75N.75[2]	0± .25[9]	.125± .03	5.75/7.25	18.8	Own–Dir
All	60–61	Own	WR	20.4	MP90[1]	Own	Int	15.7	TB	.5N± 5[2]	.37± .25[12]	.125	6.5	18.7	Own–Dir
SP1-2, TP1-2, VP1-2, AP1-2	62–65	Own	WBN	24	SG Grease	Own	Int	15.7	TB	.5N± .5[2]	.5± .25[3]	.125± .06	7.5[4]	18[5]	Own–Dir
	[1] Above –10 F.; below, MP80; below –30°F.. MP75. [2] Power steering, .75± .5; '65, 0° to minus 1°. [3] Right wheel, .25± .25. [4] At 0° camber; '65, 9°. [5] '63s, 17.5, '64, 17.8. [9] Right side (0° preferred); left side, 0+.5° (.38P preferred). [12] Left; right, .125± .25														



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STEERING AND FRONT SUSPENSION

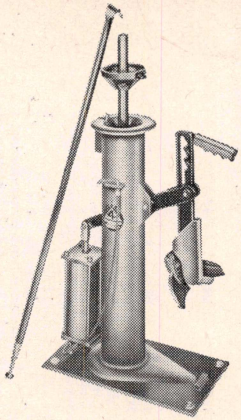
MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manual				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
*Outside wheel angle with inside wheel at 20 degrees															
PONTIAC															
(Canadian Prod'n)															
7000	59–64	Sag	RB	24	[1]	Sag	Li	20	Co	0± .5	.5± .5	.125/.25[9]	7.25± .5	17.9	Delco-Dir
7000, 7500	65	Sag	RB	24.0	[1]	Sag	Int	17.5	Co	.25P± .25[2]	.25P± .25[2]	.125/.25	7.25± .5	18	Delco-Dir
[1] Use GM special steering gear lube 526347. [2] Must not vary more than .5° between wheels. [9] 61 models, .0625/.125; '63s, .062/.188															
(U.S. Prod'n)															
21, 23, 24, 28	59	Sag	RB	29	MP	Sag	Int	22	Co	1.5N± .5	.25± .5	0/.062	4.83	18.7	Delco-Dir
21-29, 252-56, 262-266000 Series	60–65	Sag	RB	24	[7]	Sag	Int	17.5	Co	1.5N± .5	.25± .5[4]	0/.062[1]	4.83[2]	19[6]	Delco-Dir
[1] '61–'65 models, 0/.125. [2] '61 models, 4.5; '65, 8.5 @ 1° camber. [4] '62–'64, .25N± 5 [6] '65, 18.4. [7] Use GM special steering gear lube 5263437.															
Tempest	61–64	Sag	RB	24	[7]	Sag	Int	24	Co	1.6± .5[3]	1.3P± .5[3]	0/.125	6.5[4]	19	Delco-Dir
Tempest	64–65	Sag	RB	24	[7]	Sag	Int	17.5	Co	1.5N± .5[1]	.25± .5	0/.125	9[2]	19[6]	Delco-Dir
[1] S/Wagon, 2N± .5. [2] At 0° camber. [3] '63, 1.40± .5; camber .13 deg. [4] '63, 4.5 @ 0°. [6] '65, 18.6. [7] Use GM special steering gear lube 5263437.															
PORSCHE															
356A, 356B, 356C	59–64	ZF	WR	16	HP90	—	—	—	TB	5± .5	.2/1.2	.04/.12	4/.5	—	Boge-Dir[1]
911	65	ZF	WR	16.5	HP90	—	—	—	TB	7.5	[2]	[2]	10.966	—	Boge-Dir
[1] Or Fichtel & Sachs (at front). Rear, Koni-Dir. [2] Front, 5'P; rear, 1°5'N.; toe-in, front, 40', rear 0.															
RAMBLER															
American	59	Gem	WR	20.4	—	—	—	—	Co	0/.5[1]	.25N/.25P	.0625./187	8	17.66	Mon-Dir
10 Series	59	Sag	RB	20	—	Mon	Li	20	Co	0/.5[1]	.25P/.25N[2]	.0625/.187	6.125	17.33	Mon-Dir
Rebel V8 20 Series	59	Sag	RB	24	—	Mon	Li	20	Co	0/.5[1]	.25P/.25N[2]	.0625/.187[3]	6.125	17.3	Mon-Dir
Ambassador V8 80 Series	59	Sag	RB	20	—	Mon	Li	20	Co	0/.5[1]	.25P/.25N[2]	.0625/.187[3]	6.125	17.5	Mon-Dir
American Deluxe, Super, Custom	60–61	Gem	WR	20.4	—	Mon	Li	20.4	Co	0/.5[4]	.25N/.25P[2]	.0625/.187	8	[7]	Mon-Dir
10, 20, 80 Series	60–61	Sag	RB	20.0[5]	—	Mon	Li	20.0	Co	0/.5[1]	.25N/.25P[2]	.0625/.187[6]	6.2	—	Mon-Dir
American 01 Series	62–65	Gem	WR	22.3[10]	80EP	Mon[8]	Li[8]	22.3[8]	Co	0± .25[9]	0± .25	.125± .06	8.5[11]	18	Gab-Dir
Classic (10 Series) Ambassador (80)	62–65	Sag	RB	24	CL	Mon[8]	Li[8]	20[8]	Co	0± .25[9]	0± .25	.125± .06	6.2	17.8	Gab-Dir
[1] .5 preferred (with power steering, .5 to 1.0, 1 preferred). [2] 0 preferred. [3] .187 preferred. [4] .5 preferred (with power steering, 1.5/2.0, 2 pref.). [5] Ambassador 24:1 in '60; Classic V8 24:1 in '61. [6] .187 pref. on V8s. [7] American 17.7, Classic-6 17.3, Classic V8 17.2, Ambassador 17.5. [8] '64–'65, Sag, Int, 17.5. [9] '64–'65, 0°+.5°. [10] '64–'65, 24. [11] '65, 6.5.															
RENAULT															
Dauphine, Caravelle, Gordini	59–65	Ren	RP	24.0	CL[1]	—	—	—	Co	10	1.33	.125/.187	11.5	—	All-Dir
Estafette	60–63	Ren	WR	18.2	EP90	—	—	—	Co	0	2	—	10	—	All-Dir
Caravelle S-4, R8	63–65	Ren	RP	24[2]	CL	—	—	—	Co	9	1.5	.156	10	—	All-D
R4	62–65	Ren	RP	21	CL	—	—	—	TB	8	2.5	—	13	—	All-D
[1] Remove spare wheel to reach fitting. [2] R8, 20.															
RILEY															
One-Point-Five	59–61	—	RP	—	MP90	—	—	—	TB	3	.75	0	9	—	Arm-AT
2.6	59	—	CL	20	MP90	—	—	—	TB	3	1	0	6	—	Arm-Dir
4/68	59–61	—	CL	—	MP90	—	—	—	Co	3	.75	0	6.5	—	Arm-AT
4/72	62–65	—	CL	15	HP90	—	—	—	Co	1.5	.75/1	.062/.125	6.5	—	Arm-AT

AA—Alford & Adler. All—Allinquant. Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears. CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sachs. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. Li—Linkage. LS—Leaf springs. Mon—Monroe. New—Newton. RB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilus. TB—Torsion bars. WBN—Worm & ball nut. WG—Warner Gear. WM—Woodhead-Monroe. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller WS—Worm and sector.

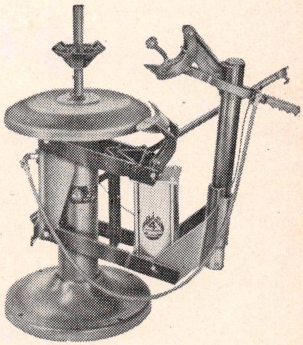
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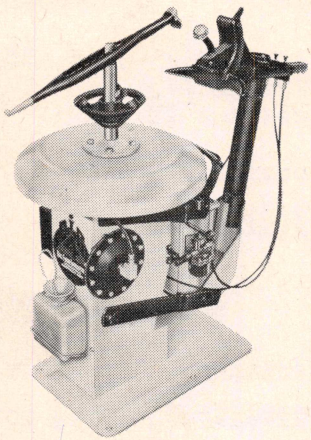
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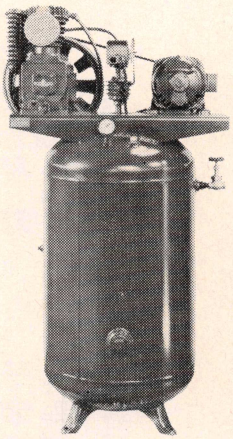
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STEERING AND FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manual				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
*Outside wheel angle with inside wheel at 20 degrees															
ROVER															
All	59	Bur	RB	15.6	GL140[1]	—	—	—	Co	0/2N	1/3	0/.125	2.5/4.5	—	WM-Dir
3 litre	59–60	Bur	RB	17.6	GL140	—	—	—	TB	1N	2	0/.06	4	—	WM-Dir
100	60–64	Bur	RB	15.6	GL140	—	—	—	Co	0/2	1/3	0/.125	2.5/4.5	—	WM-Dir
3 litre	61–65	Bur	RB	17.6	GL140	[2]	Int	15.6	TB	1N	2P	0/.062	4	—	WM-Dir
2000	65	[3]	WR	20.3	EP90	—	—	—	Co	.25P± .5	0± 1	0± .062	8	—	Dir
[1] Above 10° F.; below 10° F., 80. [2] Hydro-Steer. [3] Adamant Marles.															
SIMCA															
Aronde, "5"	59–62	Gem	WR	16.2	MP80[3]	—	—	—	Co	2P± .5	1.25±.25	.125N	8/9[2]	—	Simca–Dir
Vedette	59–60	—	WR	18.2	HP80[4]	—	—	—	Co	5N± .25	1.25±.25	.08± .04	—	—	Dir
1000	63–65	Gem	CR	13	80EP	—	—	—	[5]	10± 1[6]	1± .25	.25± .125[6]	5.5	—	Dir
[2] At 0° camber. [3] Or MP90 (above 20° F.; below 20° F., MP75). [4] Winter; summer, HP90. [5] Transverse leaf spring. [6] '63–'64, caster, 7.5± 1, toe-in, .12± .04, w/car loaded.															
SINGER															
Gazelle Series III, IIIA, IIIB	59–61	Bur	RB	14.5	HP90	—	—	—	Co	.5±.25	.5±.25	.125	5.25±.25	17.5±.5	Gir–Dir[2]
[2] Or Woodhead–Monroe. N.B. All alignment specs. for laden vehicle.															
SKODA															
All	59–64	Own	WN	16.3	EP140[1]	—	—	—	Co[2]	3.8	1	.12[4]	5	—	PAL–Dir[3]
1000 MB	65	Own	WN	—	EP80	—	—	—	Co	6.5	1.25	.15/.23	—	—	Pal-Dir
[1] Summer; winter, HP90. [2] Semi-elliptical transverse leaf spring with suspension dampers prior to' 60 models. [3] Arm type on front prior to '60. [4] '59 models 0± .04.															
STANDARD															
Vanguard, Ensign	59–62	CG	CR	—	HP90	—	—	—	Co	.75P	1.0	.062/.125	2.2/3.7	—	Gir–Dir
Vanguard Six	61–62	Bur	RB	—	HP90	—	—	—	Co	0/1P	1.5/2.5P	0/.125	5.5	—	Gir–Dir
STUDEBAKER															
All 6 Cyl. (except taxi)	59	Ross	CL	13.5[5]	MP140	—	—	—	Co	1.5N/3N	0/1P[8]	.062/.125	6[7]	—	Mon–Dir
All V8s (also taxi & Hawks)	59	Ross	CL	22[8]	MP90	Ben	Li	22[8]	Co	1.5N/3N	0/1P[8]	.062/.125	6[7]	—	Mon–Dir
Imported V8s	59	Ross	CL	22[8]	MP90	Sag	Int	21.3	Co	1.5N/3N	0/1P[8]	.062/.125	6[7]	—	Mon–Dir
All 6 Cyl.	60	Ross	CL	13.5[5]	MP140	Ben	Li	22[8]	Co	1.5N/3N	0/1P[8]	.062/.125	6[7]	17/18	Mon–Dir[6]
All V8 (and all taxis)	60	Ross	CL	22[3]	MP90	Ben	Li	22[8]	Co	1.5N/3N	0/1P[8]	.062/.125	6[7]	17/18	Mon–Dir[6]
Lark 6 and V8	61–63	Sag	RB	20[9]	[1]	Ben[11]	Li	20	Co	.25P/1.25N	0/1P	.062/.125[12]	6	17/18	Gab–Dir
Hawk V8	61–63	Ross	CL	22[8]	MP90	Ben	Li	22[8]	Co	.25P/1.25N	0/1P	.062/.125[12]	6	17/18	Gab–Dir
Avanti	63–64	Ross	CL	22[13]	MP90	[14]	Li	16	Co	.75/.75N[15]	0/1P[8]	.062/.125[12]	6	17/18	Gab-Dir
All (except Avanti)	64	Sag	RB	20	[1]	Ben	Li	20	Co	.25P/1.25N	0/1	.188/.25[2]	6	17/18	Gab-Dir
All	65	Sag	RB	20[9]	CL[17]	Sag	RB	20	Co	.25P/.125N[18]	0/1P[8]	.188/.25	6[7]	17–18	Mon-Dir
[1] Special Studebaker lubricant SP60024. [2] W/power steering .062/.125. [3] Straight-ahead ratio. [5] Ross; with Saginaw. use MP90. [6] Or Gabriel. [7] @ 0° camber. [8] .5 deg. more on driver's side. [9] V8 convertible & S/wagon, 24. [11] Not available for Lark V1 in Canada. [12] '62s, 3/16 to 1/4, also Avanti without power steering. [13] Optional 16:1. [14] Bendix-Eaton. [15] 0° preferred. [17] To refill, use Studebaker SP50248. [18] .5° max. variation between wheels.																

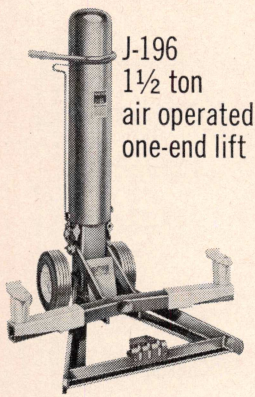
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WALKER

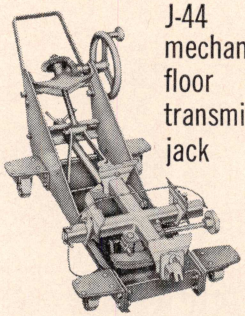
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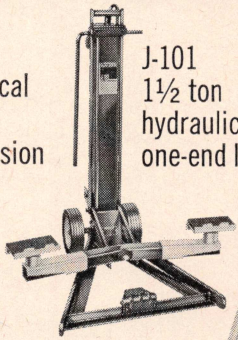
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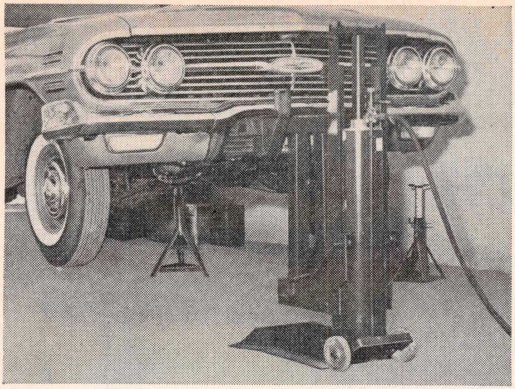
WALKER MARKETING OF CANADA, LIMITED, GALT, ONTARIO

STEERING AND FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manual				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out*	Shock Absorber Make & Type
*Outside wheel angle with inside wheel at 20 degrees.															
SUNBEAM															
Rapier S ries II, III, IIIA, IV	59–65	Bur	RB	14.5[7]	HP90	—	—	—	Co	.5± .25[3]	.5± .25[3]	.125[3]	5.25± .25	22.7± .5[1]	Arm-Dir[4]
Alpine Series I, II, III, IV	60–65	Bur	RB	14.51	HP90	—	—	—	Co	3.80[3]	.5± .25[3]	.125[3]	5.25± .25	22.7± .5[1]	Arm-Dir[4]
Imp	64–65	EP	RP	—	EP80	—	—	—	Co	10± 1[6]	7.5± 1[6]	.187± .125	3.5± 1[6]	—	WM
Minx Deluxe Sedan	65	Bur	RB	14.5	HP90	—	—	—	Co	.5± .25	.5± .25	.125	5.25± .25	22[1]	Arm-Dir[4]
Tiger 260	65	EP	RP	—	EP80	—	—	—	Co	3.5	.5± .25	.125	5.25± .25	[9]	Arm-Dir[4]
[1] With outside wheel at 20°. [3] Fully laden. [4] Or Girling. [5] Arm-type at rear. [6] Imp alignment specs. on dimensioned checking blocks. [7] Late Rapier IV, 16.4. [8] Engineering Productions. [9] Inside wheel 26.5°, outer wheel, 30.25°.															
THUNDERBIRD															
All	60	Ford	RB	20	[1]	Ben	Li	20	Co	.5/1.5	.5/1.5	.062/.125	—	17.12	Dir
All	61–63	[2]	—	—	—	Ford	Int	16.8	Co	0/1.5N[3, 5]	0/.75[3]	.062/.188	7[4]	—	Dir
All	64–65	[2]	—	—	—	Ford	Int	17.0	Co	.75N/2.75N[6]	0/.75[6]	.125/.250[6]	7.375[6]	18.53[5]	Gab-Dir
[1] Ford lubricant LA-19578-A. [2] Manual steering not offered. [3] 0° caster preferred Max., preferred difference between wheels .025°. [4] '62–'63, 6.75 deg. [5] '63, —¾ to —2¼. [6] '65, 1.25N/3.25N; camber, .75P/1P; toe-in, .031/.281; incl. 7; toe-out 19.5.															
TRIUMPH															
TR3, TR4, TR4A	59–65	CG	CR[4]	—	MP90	—	—	—	Co	0[5]	2P	.125	7	—	Dir[1]
Sedan, Est Wagon, Pennant	59–61	CG	CR	—	HP90	—	—	—	Co	.75P	1.3P	.062/.125	7.5	—	Gir–Dir[2]
Herald, 1200, Spitfire, Sports Six	59–65	CG	RP	—	MP90	—	—	—	Co	4	2	.0625	6.75	—	Arm[3]–Dir
2000	64	CG	RP	—	MP90	—	—	—	Co	2P	0	.125	11	—	Gir-Arm-Dir
2000	65	CG	RP	—	MP90	—	—	—	Co	2.5P	.75N	.0625	11.5	—	Gir-Arm-Dir
[1] Front; rear, AT. [2] Front; rear, Gir–AT. [3] Or Woodhead-Monroe, or Girling-Monroe. [4] TR4, rack and pinion. [5] '64, TR4 3P.															
VALIANT															
QX1	60	Own	WBN	20.1	MP90[1]	—	—	—	TB	.5N± .5	.37± .25[2]	.125± .03	7 5	17 7	Own–Dir
RV1	61	Sag	WBN	20.1	MP90[1]	Own	Int	15.7	TB	.5N± .5	.5± .25[3]	.125± .03	7.5	17 7	Own–Dir
All	62–65	Own	WBN	24	SG Grease	Own	Int	15.7	TB	.5N± .5[4]	.5± .25[3]	.125± .03	7.5[5]	17.6[5]	Own–Dir
[1] Above —10 F; below, MP80; below —30 F, MP75. [2] Left; right .125± .25 (.125 preferred). [3] Left; right, .25± .25. [4] Power steering, .75± .5; all '65, 0/1N. [5] '64, 5.5/7.5, toe-out 18°.															
VAUXHALL															
Velox, Cresta	59–64	Bur	RB	15.5	MP	—	—	—	Co	1.25/2.25P	.25/1P	.062/.125[3]	3.75/4.5[1]	17/18.5[2]	Dir
Victor, Envoy	59–61	Bur	RB	13.5	MP	—	—	—	Co	.75/1.75P	.25/1P	.062/.125[3]	4/5.5[1]	[2]	Dir
Bedford CA, Envoy EA	60–63	Bur	RB	15.5	MP	—	—	—	Co	.75/1.75P	1/2.5P	.062/.125	2.25/3.75[1]	21.5	Dir
Victor Envoy	62–65	Bur	RB	13.5[8]	[4]	—	—	—	Co	1/2.5[5]	.25/1.25	.125/.156[5]	5/6	18	Dir
Viva, Epic	64–65	Bur[7]	RP	18	[9]	—	—	—	[6]	.25/2	.25/1	.084/.148	7/8	22.5	Dir
[1] '61–'63 pass. cars, 3.75/4.25°; '61 vans, 2.25/3.5°. [2] '61–'63 models, 21.5/23°. [3] '61 models, .062/.156; '62–'63 .125/.156. [4] Use GM special steering gear lube 5263437. [5] '64–'65 caster .5/3.25, toe-in .062/.156. [6] Single 3-leaf transverse spring. [7] Or cam gears Ltd. [8] '65, 15.7. [9] Prepacked.															

AA—Alford & Adler. All—Allinquant. Arm—Armstrong. AT—Arm type. AU—Auto Union. Ben—Bendix. Bur—Burman. BD—Burman-Douglas. CG—Cam Gears CL—Cam and lever (or chassis lube, where applicable). Co—Coil springs. CP—Cam and peg. CR—Cam and Roller. DB—Daimler-Benz. Dir—Direct acting. FS—Fichtel & Sachs. Gab—Gabriel. Gem—Gemmer. Gir—Girling. Int—Integral. Li—Linkage. LS—Leaf springs. Mon—Monroe. New—Newton. RB—Recirculating ball. RP—Rack and pinion. Sag—Saginaw. Stab—Stabilus. TB—Torsion bars. WBN—Worm & ball nut. WG—Warner Gear. WM—Woodhead-Monroe. WN—Worm and nut. WP—Worm and peg. WR—Worm and roller. WS—Worm and sector.

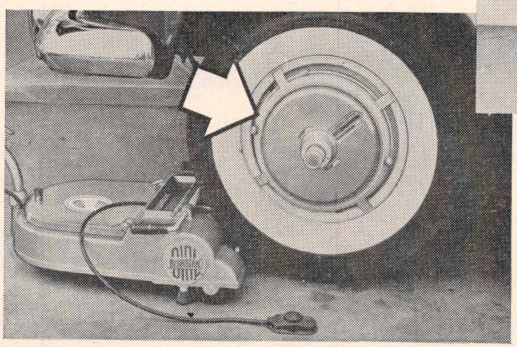
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STEERING AND FRONT SUSPENSION

MAKE & MODEL	YEAR	STEERING							FRONT END ASSEMBLY						
		Manual				Power									
		Make	Type	Gear Ratio	Gear Lube. Type & Grade	Make	Type	Gear Ratio	Type	Caster (Deg.)	Camber (Deg.)	Toe-In (In.)	Steering Axis Incl. (Deg.)	Toe-out[3]	Shock Absorber Make & Type
		Outside wheel angle with inside wheel at 20 degrees													
VOLKSWAGEN															
All	59–61	VW	WS	14.15	GL90	—	—	—	TB	2.5± .25[2]	.7± .5	.047/.125	—	—	Boge-Dir[1]
All[5]	62–65	VW	WR	14.9	GL90	—	—	—	TB	2± .25[4]	.66± .5[4]	.2± .2[4]	—	—	Boge-Dir[1]
	[1] Or Fichtel & Sachs. [2] From serial 2018789 (1960) 2± .25. [3] VW since Nov. 1961, S/N 4236757. Karmann Ghia since June 1961, S/N 3933185. [4] 1500 models 10.33 (position of axle tubes); camber, 1.2± .2; toe-in, .2± .2.														
VOLVO															
All	59–65	Gem	WS[1]	15.5	MP80	—	—	—	Co	.75N/.25P[2]	.25N/.5P[3]	0/.156	8[4]	18± 1[5]	Delco-Dir
	[1] 122S, CR, '62 B18 models, WR, '63–'65 CR. [2] 122S, .5N/.5P. [3] 122S, 0/1P. [4] 122S; others 5°. [5] '63–'65, 22°.														
WOLSELEY															
6/90 Series I, II	59	—	CL	20[1]	MP90	—	—	—	TB	3	1	0	6	—	Arm-Dir
15/60	59–61	—	CL	—	MP90	—	—	—	Co	3	.75	0	6.5	—	Arm-AT
6/99	59–61	—	CL	21	HP90	—	—	—	Co	1.25	1	.125	7.5	—	Arm-AT
16/60	62–65	—	CL	15	HP90	—	—	—	Co	1.5	.75/1	.062/.125	6.5	—	Arm-Dir
6/110	62–65	—	CL	21	HP90	—	—	—	Co	—	—	—	—	—	Arm-Dir
	[1] Series I, 18:1.														

Tap Drill Sizes

The Society of Automotive Engineers recommends the use of drills of such a size as to leave from 75 per cent to 83 1/3 per cent of a full thread. The threads do not come to a sharp point, but have the "V" flattened a certain amount. The clearance prevents binding of the top and bottom of the threads. For average shop work use a drill that will leave about 75 per cent of a full thread.

NATIONAL COARSE THREAD SIZES

Tap Size	Threads Per Inch	Tap Size Drill	Per cent Thread
No. 6	32	No. 36	78
No. 8	32	No. 29	70
No. 10	24	No. 25	75
No. 12	24	No. 16	72
1/4"	20	No. 7	75
5/16"	18	F	77
3/8"	16	5/16	77
7/16"	14	U	75
1/2"	13	27/64	78
9/16"	12	31/64	72
5/8"	11	17/32	80
3/4"	10	21/32	72

NATIONAL FINE THREAD SIZES

Tap Size	Threads Per Inch	Tap Size Drill	Per cent Thread
No. 6	40	No. 33	77
No. 8	36	No. 29	78
No. 10	32	No. 21	76
No. 12	28	No. 14	73
1/4"	28	No. 3	80
5/16"	24	I	75
3/8"	24	Q	79
7/16"	20	25/64	72
1/2"	20	29/64	72
9/16"	18	33/64	65
5/8"	18	37/64	65
3/4"	16	11/16	77

BRAKES

MAKE & MODEL	YEAR	Make	Type *	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum or disc		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Front	Rear			
ACADIAN																
All	62–63	—	Dr	145	56.7	1.0	1.0	1.0	1.0	9.0	.060	2.25–.16	1.75–.16	B	Ben	RW
All (W/organic linings)	64–65	Ben	Dr	172.7[4]	59.4	1.0	1.0	1.06[2]	.875[2]	9.5	.060	2.5–.19[1]	2.0–.19[1]	B	Ben[3]	RW
All (W/metallic linings)	65	Ben	Dr	118.1	59.4	.875	—	1.06	.875	9.5	.060	1.25–.175[5]	1–.175[5]	B	Ben[3]	RW
[1] Secondary lining thickness .22 in.; '65, primary lining thickness, .17; secondary, .2. [2] Beaumont series, Fr. 1.125, Rear .9375. [3] Or Delco-Moraine. [4] '65, 168.9. [5] Secondary lining thickness, .285.																
AUSTIN																
Austin-Healey 100, 100-Six	59	Gir	Dr	188	—	.75	—	1.0	1.0	11.0	—	2.25–.17	2.25–.17	R	—	RW
A55 Cambridge	59	Gir	Dr	121	—	.75	—	.875	.875	9.0	—	1.75–.187	1.75–.187	B	—	RW
A95 Westminster	59	Gir	Dr	188	—	.75	—	1.0	1.0	11.0	—	2.25–.187	2.25–.187	R	—	RW
A40 Farina, A40 Mk II	59–64	Lock	Dr	76.1[8]	—	.75	—	.8	.5625	8.0[1,6]	—	1.5–.187	1.25–.187	R[6]	—	RW
A-H Sprite, Sprite Mk II, III	59–65	Lock	DR[9]	67.5	54	.875	—	.9375	.875	7.0[10]	—	1.25–.2	1.25–.2	R[7]	—	RW
A55 Cambridge II, A60	59–65	Gir	Dr	147	—	.875	—	.875	.875	9.0	—	2.5–.187	1.75–.187	B	—	RW
A-H 3000, 3000 Mk II, III	59–65	Gir	DD	95[2]	—	.625	—	.875	.875	11.0[8]	—	—	2.25–.187	BR[4]	—	RW
850, 850 Super	60–65	Lock	Dr	67.5	—	.75	—	.9375	.75	7.0	—	1.25–.187	1.25–.187	B	—	RW
A99, A110	60–65	Lock	DD	114[2]	65[5]	—	.875	—	—	10.0[8]	—	—	2.937–.187	BR[4]	Lock	RW
850 Cooper	62–65	Lock	DD	—	—	.75	—	.9375	.75	7.0 (both)	—	—	1.25	B	—	RW
1800	65	Gir	DD	85	—	—	—	—	—	9.281[11]	—	—	—	R	—	RW
[1] Front; rear, 9.0. [2] Rear drum brakes; swept area of front discs, 228 (A-H 3000), 212 (A99). [3] Rear drums; front discs, 11.25 (A-H 3000), 10.8 (A99). [4] Disc pads bonded, rear linings riveted. [5] Increases as pedal pressure increases. [6] A40 Mk II, rear drums 7.0, bonded shoes. [7] Sprite Mk II, bonded. [8] '63, A40 Mk II, 79.35. [9] '64–'65 Mk III, DD. [10] '64–'65 Mk III, disc 8.25, drum 7.00. [11] Disc front; rear drum, 9.															
BMW																
1800, 1800TI	63–65	ATE[1]	DD	—	—	—	.75	1.889	.625	10.55[2]	.039[3]	—	1.57	—	—	RW
[1] Rear, Simplex. [2] Front disc; rear drum, 9.84. [3] Rear drums.																
BORGWARD																
All	59–61	Teves	Dr	119.2	—	1.0	—	1.125	.874	9.055	—	1.97–.236	1.97–.236	R	—	RW
BUICK																
All	59–60	Ben[4]	Dr	160	56	1.0	.656	1.125	1.0	12.02± .003	.060	2.5–.25	2.25–.187	R	Mor	RW
All[5]	60–61	Ben[4]	Dr	160	56	1.0	1.0	1.125	1.0	12.002± .005	.060	2.5–.265	2.256–.220[6]	R	Mor[3]	RW
4000, 4100, 4300 (Special)	61–63	Ben[4]	Dr	123.8	56.8	1.0	1.0	1.0	.875	9.5± .005	.060	2.0–.196	1.75–.196	R	Mor[1]	RW
Le Sabre, Wildcat, Electra, Riviera	62–65	Ben[4]	Dr	156.9	56	1.0	1.0	1.125	1.0	12.0± .003	.060	2.25–.22[10]	2.00–.22[10]	R	Mor[3]	RW
Special, Skylark Gran Sport	64–65	Ben[4]	Dr	142.1	56.2	1.0	1.0	1.0625[9]	.9375[7]	9.5	.060	2.5–.196[8]	2.0–.196[7,8]	R	KH	RW
[1] '63, Kelsey-Hayes. [3] Or Bendix. [4] Sliding anchor type. [5] 4400, 4600, 4700 and 4800 series only in '61. [6] '61 models, 2.00–.220 [7] '65, Sport Wagon, rear cyl., 1.0; rear linings, primary, 2.5–.196, sec., 2.5–.26. [8] Special secondary, .260, Skylark secondary front, 2.5–.265, rear, 2.0–.265. [9] Skylark, 1.125. [10] Secondary, 2.25–.254.																
CADILLAC																
60, 62, 63, 64	59–62	—	Dr	210.3	55.8[4]	—	.656	1.125	1.0[3]	12.0	.060	2.5–.25	2.5–.25	R	Ben[2]	RW
67, 68, 75	59–62	—	Dr	233.7	55.8[4]	—	.656	1.125	1.0[1,3]	12.0	.060	2.5–.25	2.5–.25	R	Ben[2]	RW
60, 62, 75, 68-69000	63–65	—	Dr	245.2[5]	59	—	1.0	1.1875	1.0	12	.060	2.5–.254[6]	2.5–.254[6]	R	Ben[2]	RW
[1] 86, 68, 1.0625. [2] Or Moraine. [3] All '60, 1.0625; '61, .9375. [4] 52.8 in '60; 59 in '61. [5] 60, 62 series; 75 series, 260.0; '65, 6800 series, 233.5, 69000 series, 238.9. [6] 60 & 62 series; 75 & 69000, 2.50–.274.																
CHECKER																
All	61–63	Wag[1]	Dr	191.88	50	1.0	1.0	1.0	.875	11.0	.060	2.25–.219[2]	2.25–.187[2]	B	Ben	RW
All	64–65	—	Dr	191.88[3]	50	1.0	1.0	.875[4]	1.25[4]	11.00	.060	2.25–.231[5]	2.25–.231[5]	B	Ben	RW
[1] Self energizing and centring. [2] '63, Primary shoes, 2.25–.231; secondary, 2.25–.200. [3] Taxicab 175.25. [4] Taxicab, front and rear 1.25 (prim.) and 1.00 (sec.). [5] Secondary linings, 2.25–.2; taxicabs, all shoes, 2.0–.187.																

*All hydraulic unless otherwise stated. †Undersize if disc brakes.

CHEVROLET																	
Corvair 10100, 10500, 10700	60-65	—	Dr	120.8[2]	46	1.0	—	.875	.9375	9.0[5]	—	1.75-.16[4]	1.75-.16[4]	B	—	RW
Corvair 95 and 1200	60-64	—	Dr	167.1	50	1.0	—	1.125	1.00	10.955	.060	2.0-.168[3]	2.0-.168[3]	B	—	RW
[2] '63-'64, 126.14; '65, 186.9. [3] '62, 2.155-.168. [4] '64 lining thickness .17 (front) .20 (rear; '65, 2.5-.17 front; 2.0-.17 rear; secondary, .2. [5] '65, 9.5.																	
Chevy II	62-63	—	Dr	145	56.7	1.0	1.0	1.0	.975[1]	9.0	.060	2.25-.16	1.75-.16	B	Ben	RW
Chevy II (W/organic linings)	64-65	Ben	Dr	172.7[3]	59.5	1.0	1.0	1.06	.875	9.5	.060	2.5-.17[2]	2.0-.17[2]	B	Ben[4]	RW
Chevy II (W/metallic linings)	65	Ben	Dr	118.1	59.4	.875	—	1.06	.875	9.5	.060	1.25-.175[5]	1.0-.175[5]	B	Ben	RW
[1] '63, 1.0. [2] '65, secondary, .2; '64, .22. [3] '65, 168.9. [4] Or Mor. [5] Secondary, .285.																	
Chevelle (W/organic linings)	64-65	Ben	Dr	168.9[3]	59.4	1.0	1.0	1.125[1]	.9375[1]	9.5	.060	2.5-.17[2]	2.0-.17[2]	B	Ben[4]	RW
Chevelle (W/metallic linings)	64-65	Ben	Dr	118.1	59.4	.875	—	1.12	.9375	9.5	.060	1.25-.175[5]	1.0-.175[5]	B	Ben[4]	RW
[1] '64, Early type Fr. 1.0625; Rear .875. [2] '65 secondary thickness, .2; '64, .22. [3] '64, 172.7. [4] Or Mor. [5] Secondary, .285.																	
All	59	Ben[2]	Dr	185.6	56	1.0	—	1.125	1.0	11.0	.060	2.75-.175	2.0-.175	B	Ben[1]	RW
All (W/organic linings)	60-65	Ben[2]	Dr	185.6[5]	58.5	1.0	—	1.1875	1.0	11.0	.060	2.75-.17	2.0-.17	B	Ben[1]	RW
All (W/metallic linings)	65	Ben	Dr	145.2	58.5	.875	—	1.1875	1.0	11.0	.060	1.37-.175[6]	1.0-.175[6]	B	Ben	RW
[1] Or Moraine. [2] Fixed (non-adjustable) anchor. [3] '61, 58.5. [5] '63-'64, 186.2; '65, 184.3. [6] Secondary, .295.																	
Corvette	59	—	Dr	157	56	1.0	—	1.125	1.0	11.0	.060	2.5-.22	2.0-.22	B	—	RW
Corvette	60-64	—	Dr	157[1]	56[3]	1.0	—	1.1875	1.0	11.0	.060	2.0-.17	1.75-.17	B	—	RW
Corvette	65	—	Di	196.6	65.0	1.0	—	1.875	1.375	11.75	.060	2.21-.41	2.21-.41	B	Ben	RW
[1] '63-'64, 186.2. [3] '61-63, 58.5.																	
CHRYSLER																	
All	59 62	CL	Dr	251[3]	60	1.125	1.125	1.125	1.125	12.0[4]	.030	2.5-.2	2.5-.2	B	Ben[5]	TOS
All TC & VC models	63-64	CL[6]	Dr	263.3	60	1.125[1,7]	1.125[7]	1.125	1.125	11	.060	3.0-.198	3.0-.193[8]	B	Ben	RW
AC1, AC2, AC3	65	Ben	Dr	202.1[9]	60	1.0	1.0	1.125	.9375	11	.060	2.75-.21[10]	2.0-.21[11]	B	Ben	RW
[1] TC3, VC3 not applicable. [2] TC1, TC2, 2.5-.19. [3] MC1, RC1, RC2, 230. [4] MC1, RC1, RC2, SC1, SC2, 11.0. [5] Or Kelsey. [6] '64 models, Ben. [7] '64, VC2-300K, 1.0. [8] '64, fr. 3.0-.21, rear 2.5-21. [9] AC2, 263.3; AC3, 287.2. [10] AC2, AC3, 3.0 wide. [11] AC2, 2.5 wide; AC3, 3.0 wide.																	
CITROEN																	
DS 19, ID 19, Pallas	59-65	Own	DD	72.9	[1]	—	[2]	1.65	.750[3]	10	—	.315[5]	.196[6]	B	Own	FW
ID 19 s/wagon	59-65	Own	DD	75.0	[1]	—	[2]	1.65	.750[4]	12	—	.315[5]	.196[7]	B	Own	FW
[1] Automatic adjustment according to load carried. [2] ID 19, power brakes on '62 models; DS 19, all. [3] '63-'65, .708. [4] '63-'65, .787. [5] '63-'65, 2.12-.31. [6] '63-'65, 1.37-.18. [7] '63-'65, 1.75-.18.																	
DAIMLER																	
SP 250	60-64	Gir	Di	438[1]	—	—	—	—	—	10.625[2]	—	—	—	B	—	RW
[1] Disc area swept by pads. [2] Front disc diameter; rear discs, 10.0 in.																	
DATSUN																	
72.5 & 90.7 eng. (PL410 & Sports)	63-65	Own	Dr	109	—	.857	—	1.0	.9375	9	.064	1.58-.177	1.58-.177	B	—	RW
115 eng. (LG31 "Cedric" Series)	63-65	Own	Dr	136	—	.75	—	.875	.75	10	.064	1.77-.177	1.77-.177	B	—	RW
DE SOTO																	
LS2, LS3, MS2, MS3	59	CL	Dr	251	60	1.125	1.125	1.125	1.125	12.0	.030	2.5-.2	2.5-.2	B	Ben	TOS
PS3, RS1	60-61	CL	Dr	230	60	1.125	1.125	1.125	1.125	11.0[2]	.030	2.5-.2	2.5-.2	B	Ben[1]	TOS
[1] Or Kelsey. [2] RS1, 11.5.																	
DKW, AUTO-UNION																	
DKW F94; AU 1000 models	59-63	[5]	Dr	105.09	—	.75	—	.812[1]	.75[2]	9.055	.039	1.97-.197	1.97-.197	R	—	RW
DKW 750, Junior 800	60-63	[5]	Dr[3]	88.66	—	—	—	—	—	7.87[4]	—	1.58-	1.58-	R	—	FW
[1] .75 on early F94 models. [2] .687 on early F94 models. [3] Simplex. [4] Front; rear 7.09. [5] AV—Teves.																	
DODGE																	
LE1, 2; LD3; ME1, 2; MD3	59	CL	Dr	184[4]	60	1.125-8	1.125-8	1.127-9	1.127-9	11.0	.030	2.0-.25	2.0-.25	B	Ben	TOS
PD2, 3, 4; RD1, 3, 4	60-61	CL	Dr	184[6]	60	1.125-8	1.125-8	1.127-9	1.127-9	11.0[8]	.030	2.0-.25	2.0-.25	B	Ben[7]	TOS
RWI	61	Ben	Dr	129.1	60	1.00	1.00	1.00	.8125	9.0	.030	2.25-29	2.0-2	R	Ben[7]	RW
SD1, 2; SD2-P; TD1, 2; VD1, 2	62-65	Ben	Dr	195.2	60	1.0	1.0	1.0[2]	.8125[2]	10[3]	.030	2.5-19[15]	2.5-19[15]	B	Ben[7]	RW
SD3 (Custom 880)	62	CL	Dr	230.4	60	1.125	1.125	1.125	1.125	11	.030	2.5-20	2.5-20	B	Ben	TOS
SL1 (Lancer)	62	Ben	Dr	153.5	60	1.0	1.0	1.0	.8125	9.0	.030	2.25-.19[11]	2.0-.19	B	—	—
TD2-P[1] (Polara)	63	Ben	Dr	195.2	60	1.00	1.00	1.125	.9375	10	.030	2.0-.19	2.0-.19	B	Ross	RW

B—Bonded. BD—Bendix Dunlop. Ben—Bendix. BR—Bonded or riveted linings used. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. Di—Disc brakes.
Dr—Drum brakes. DD—Disc front, drum rear. DS—Driveshaft. Dun—Dunlop. Gir—Girling. Lock—Lockheed. Mor—Moraine. MR—Midland-Ross. R—Riveted.
RW—Rear wheels. T—Transmission. TOS—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

BRAKES

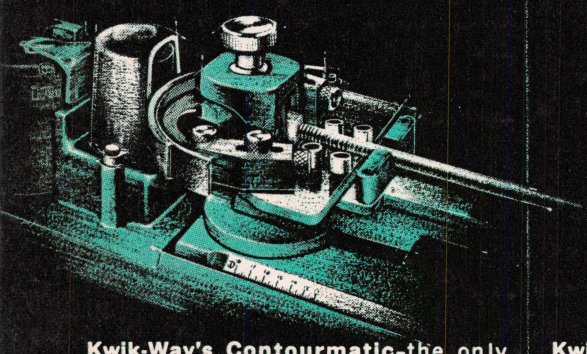
MAKE & MODEL	YEAR	Make	Type *	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Front	Rear			
DODGE—Continued																
TA[3] (Custom 880)	63	CL	Dr	263.3	60	1.125	1.125	1.125	1.125	11	.060	3.0–.19	2.5–.19	B	Ben	RW
TL1,[1] VL1,[1] VL2	63–64	Ben	Dr	153.5	60	1.0	1.0	1.0	.8125[14]	9	.030	2.0–.19[13]	2.0–.19	B	Ben	RW
VA[3]	64	CL	Dr	263.3	60	1.0	1.0	1.125	.9375	11	.060	3.0–.21	2.5–.21	B	Ben	RW
	[1] Not built or sold in Canada. [2] VD1, VD2, AD1, AD2, Fr. 1.125, Rear .9375. [3] '65, 11. [4] MD3, 230. [5] MD3 and PD2, 2.5–.2. [6] PD2, 230. [7] Or Kelsey. [8] All '61 models, 11.5. [9] And 2.50–2. [11] Secondary shoes, front 2.5–.19. [13] VL1, VL2, 2.25–.19. [14] VL2, .9125. [15] '65, width; rear 2.0, front 2.75.															
EDSEL																
All	59	Ben	Dr	167.5	55.5	1.0	.656[2]	1.125	.937[1]	11.0	.060	2.5–.219	2.0–.219	R	Ben	RW
All	60	Ben	Dr	190.76	57	1.0	1.0	1.09375	.9375	11.0	.060	2.5[3]	2.5	R	Ben	RW
	[1] Models 71E, 71F, .969. [2] V8 models only; 6 cyl. models, 1.125. [3] Station wagons, sed. del., 3.0.															
FIAT																
600, 600D, 750	59–65	Fiat	Dr	67	—	.75	—	.75[3]	.75	7.3	.039	1.18–.157[4]	1.18–.157[4]	B	—	TOS[1]
600 Multipla, 600D Multipla	59–61	Fiat	Dr	—	—	1.0	—	1.125	.75	8.68	.039	1.57–.157	1.57–.157	B	—	TOS[1]
All 1100, 1200	59–65	Fiat	Dr	154	—	1.0	—	1.125	.875	9.86	.039	1.97–.210	1.97–.210	B	—	TOS[1]
2100	60–61	Fiat	Dr	195	54.7	1.0	—	1.250	.875[2]	10.63	.039	2.56–.211	1.97–.211	B	—	RW
1500 Cabriolet	64	Fiat	DD	[5]	—	.75	—	—	.75	9.84[6]	—	—	—	B	Fiat	RW
	[1] Rear wheels from late '60. [2] Sedan; S/wagon, 1.0. [3] 600; 600D; 750, .875. [4] Hinged type shoes; self-centering shoes, .1654–.1772. [5] Total working area; fr, 22 sq. in.; rear 70.7 sq. in. [6] Fr. disks and rear drums.															
FORD																
Falcon, 6 Cyl	60–65	Ben	Dr	114.3[8]	63.1[8]	1.0	—	1.0625	.8125[1]	9.0	.060	2.25–.218[5]	1.5–.218[2,5]	R	—	RW
Falcon V8	63–65	Ben	Dr	127.8	60.6[6]	1.0	—	1.125	.906[7]	10.0	.060	2.25–.218[4]	1.75–.218[4]	R	—	RW
	[1] '65, .844; S/wagon, Conv. & H'top, .906; '64 S/wagon, .875. [2] S/wagon, 2.25. [3] S/wagons, 137.2, 59.6 on front. [4] Primary lining thickness, secondary .250. [5] '64, thickness .22 (prim.), .25 (sec.); '60–'64, thickness .187; '65, sec. thickness, .250. [6] S/wagon, 59. [7] S/wagon, .938.															
Fairlane	62–65	Ben	Dr	126[1]	60.6[4]	1.0	1.0[3]	1.125	.906[5]	10.0	.060	2.25–.25[2]	1.75–.25[2]	R	Ben	RW
	[1] '62, 120.5; '63–'64, 127; '65, S/wagon, 164.2. [2] '62–'64, Secondary lining thickness, primary .218. S/wagon lining width 2.50 in; '65, all primary lining thickness, .244, secondary, .269; passenger car lining width, front, 2.25, rear, 1.75, S/wagon & High perf. V8, 2.50. [3] '64–'65, .875. [4] '65, S/wagon, 59. [5] '65, S/wagon, 9.38.															
Custom 300, Fairlane, Fairlane 500	59	Ben	Dr	—	62	1.0	1.125	1.125	.875	11.0	.060	2.25–.187[5]	1.75–.187	R	—	RW
S/Wagons	59	Ben	Dr	—	62	1.0	1.125	1.125	.9375	11.0	.060	2.25–.187	2.0–.187	R	—	RW
All (except Thunderbird)	60	Ben	Dr	190.76	56	1.0	1.0	1.09375	.9375	11.0	.060	2.5[6]	2.5	R	Ben	RW
All	61–62	Ben	Dr	180[9]	54	1.0	1.0	1.094	.94	11.03	.060	2.5–.207[7]	2.5–.207[8]	R	Ben	RW
All	63–64	Ben	Dr	177.5	58	1.0	1.0[1]	1.094	.938	11.03	.060	2.5–.195[3]	2.5–.195[3]	R	Ben	RW
All	65	Ben	Dr	175.6[4]	56	1.0	.875	1.094	.969	11.03	.060	2.5–.234	2.25–.234	R	MR	RW
	[1] '64, .875. [3] Secondary lining, .270 thick, rear .215. [4] S/wagon, 194.2. [5] Primary; secondary, 25. [6] Station wagon, sed. del., 3.0. [7] Secondary shoe lining thickness, .290. [8] Secondary .227 thick. [9] S/wagons and police option, 198 sq. in., 3 in.for lining width. [10] S/wagon (front), 3.0 wide; secondary linings, .309 front, .254 rear, S/wagon (f. & r.), .309.															
Mustang	65	Ben	Dr[1]	114.3[2]	60	1.0[3]	.875[3]	1.125[4]	.906[5]	10.0[6]	.060[7]	2.25–.218[8]	1.75–.218[9]	R[10]	Ben	RW
	[1] Opt. front disc. [2] V8, 127.8. [3] W/discs, .938. [4] 6 cyl., 1.062; w/discs, 1.636. [5] 6 cyl., .844. [6] 6 cyl., 9.0; disc, 11.375. [7] Drums only. [8] All secondary, .250; disc pads, 4.82 x 1.84 x .400. [9] All secondary, .250; 6 cyl., 1.5 wide. [10] Disc pads bonded.															
FORD (British)																
All L-head	59	Ford	Dr	73.2	—	.622–3[2]	—	.747–8[2]	.747–8[2]	8.0	.005	1.25–.156	1.25–.156	R	—	RW
Consul, Zephyr, Zodiac, Consul 375	59–61	Ford	Dr[6]	147	—	—	—	—	—	9.0	—	2.5–.188	1.75–.188	R	—	RW
Anglia, Prefect III	60–65	—	Dr	76.8	—	—	—	—	—	8.0	—	1.25–.187	1.25–.187	R	—	RW
Consul 315, Capri	61–64		DD	289[5]	—	—	—	—	—	9.5F; 9R	—	—	—	R	—	RW
Consul Cortina	63–65	—	Dr	81.68	—	.625	—	.75	.75	8	—	1.75–.188	1.5–.188	R	—	RW
	[2] Piston diameters. [4] Ford/Girling. [5] Total rubbed area of discs and drums. [6] Disc front brakes optional; std. from late '61.															

*All hydraulic unless otherwise stated. †Undersize if disc brakes.

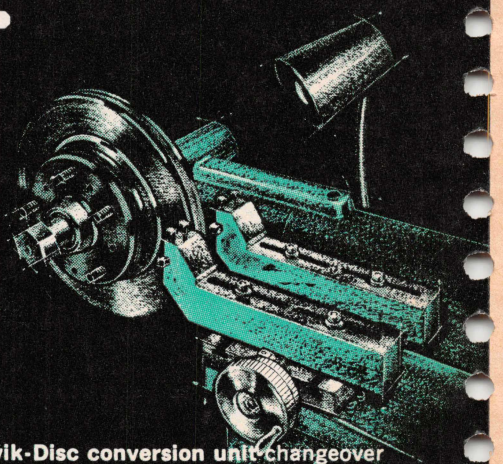
FORD (German)																	
Taunus 12M	59–61	ATE	Dr	91.5	—	1.0	—	1.0	1.0	7.99		-.181	-.181	R	—	RW
Taunus 17M	59–61	ATE	Dr	137	—	.874	—	.874	.812	9.055	[1]	1.97-.197	1.97-.197	R	—	RW
[1] Do not turn; replace if scored.																	
HILLMAN																	
Series I, II, III	59	Lock	Dr	92	—	.75	—	.88	.88	8.0	—	1.5	1.5	R	—	RW
Minx IIIA, IIIB, Super, Husky II	60–63	Lock	Dr	121[2]	—	.75	—	.88	.88	9[3]	—	1.75[4]	1.75[4]	R[1]	—	RW
Series IIIC	62–63	Lock	Dr	116	—	.75	—	.88	.88	9	—	1.71	1.71	R	—	RW
Minx V, Super Minx Mk II	63–65	Lock	DD	80.5[5]	—	.75	—	—	.88	[6]	—	—	1.75	[7]	—	RW
[1] Super Mk I, BR. [2] Special, Husky II, 92 sq. in. [3] Special, Husky II, 8 in. [4] Special, Husky II, 1.5 in. [5] Lining area. [6] Disc, 10.3; drum 9. [7] Disc pads bonded, rear linings BR.																	
HUMBER																	
Super Snipe I	59	Gir	Dr	168	—	—	.75	1.25	.75	11.0	—	2.25	2.25	R	Gir	RW
Super Snipe II-V, Imperial	60–65	Gir	DD	—	—	—	.875	2.25	.70	[2]	—	—	2.25	BR[3]	—	RW
[2] Disc, 11.375; drum, 11.0. [3] Disc pads bonded, rear linings riveted.																	
IMPERIAL																	
LY1, MY1, PY1, RY1, SY1, TY1	59–63	Own	Dr	251	60	—	1.125	1.125	1.125	12	.030	2.5-.2	2.5-.2	B	Ben	TOS
VY1, AY1	64–65	Own	Dr	287.2	60	1.0	1.0	1.125	.9375	11	.030	3.0-.21	3.0-.21	B	Ben	RW
JAGUAR																	
Mk VII, VIII	59	Gir	Dr	207	—	—	.75	1.25	.75	12.0	—	2.25-.25	2.25-.25	B	Gir	RW
2.4, 3.4 (drum brakes)	59	Lock	Dr	157	—	—	.75	—	—	11.125	—	2.25-.25	2.25-.25	B	Gir	RW
XK150[1], XK150S	59–61	Dun	Di	544	63	—	.875	2.125	1.625	12.0	—	-.656	-.656	B	Lock	RW
2.4, 3.4	59–61	Dun	Di	504[9]	—	—	.875	2.125	1.5	11.375	—	-.711[3]	-.656	B	Lock	RW
Mk2 (3.8)	60–63	Dun	Di	495[9]	66	—	.875	2.125	1.5	11 25	—	-.656[12]	-.656[12]	B	Lock	RW
Mk IX	59–61	Dun	Di	572	63	—	.875	2.5	1.875	12.125[4]	—	-.718	-.656	B	Lock	RW
XK "E" type	61–65	Dun	Di	463[9]	63	—	.625	2.125	1.5[11]	11F; 10R	—	[7]	[7]	B	[5]	RW
Mk X	62–65	Dun	Di	461[9]	66	—	.625[6]	2.25	1.687	10.7F, 10R	—	[7]	[7]	—	Dun[8]	RW
3.8 (S-type & Mk II)	64–65	Dun	Di	494.8	66	—	.875	2.125	1.5	11F, 11.4R	—	[7]	[7]	B	Lock	RW
[1] With square pads. [4] Front; rear, 12.0. [5] Dunlop bellows-type vacuum servo. '63, Kelsey Hayes; '65, Lockheed. [6] Separate hydraulic systems for front and rear brakes, '65, .875. [7] 2.125x1.870x.656; '65, Mk X, 2.81 x 2.12 x .65 front, 2.02 x 1.99 x .65 rear; '65, 3.8, 2.031 x 2 x .438 (f. & r.). [8] '63, KH. [9] Total rubbed area of discs; '65, 446. [11] '63–'65, 1.75. [12] '63, .625.																
KAISER-JEEP																	
CJ3B, CJ5, CJ6	59–65	Ben	Dr	102.65	65	1	—	1	.75	9	.060	1.75-.211	1.75-.211	R	—	DS
DJ3A, DJ5, DJ6	59–65	Ben	Dr	117.42	65	1	—	1.125	.812	9	.060	2-.214	2-.214	R	—	RW
FC150 W/Dual Wheels	59–64	Ben	Dr	206	50	1.12	6.75	1.125	1.35	12F 13R	.060	2-.238	2.5-.238	R	Ben	RW[2]
FC150 & 170, Utility Veh.	59–64	Ben	Dr	161.16	57	1	—	1.125	.875[1]	11	.060	2-.212	2-.212	R	—	RW[2]
Wagoneer & Gladiator	63–65	Ben	Dr	161.6	57	1	6.75	1.125	[3]	11[4]	.060	2-.212[5]	2-.212[5]	R	Ben	RW
CJ5A, CJ6A	64–65	Ben	Dr	174	60	1	—	1	.812	10	.060	2-.1875	2-.1875	B	—	DS
[1] Utility vehicles, 1 in. [2] FC150 & 170, d'shaft brake optional. [3] Gladiator w/8600GVW, 1.250 in. [4] 7600 or 8600 GVW, 12 in.; 8600 GVW rear, 13 in. [5] Over 6000 GVW, 2-.238 in.; 8600 GVW rear, 2.5-.238.																	
LAND ROVER																	
88 Series II, IIA	59–65	Gir	Dr	105	70	.75	—	1.25	1	10.0	.030	1.5-.188	1.5-.188	R	—	T
109 Series II, IIA	59–65	Gir	Dr	172	70	1.0	—	1.125	1.25	11.0	.030	2.25-.188	2.25-.188	R	—	T
LINCOLN CONTINENTAL																	
All	59–60	Ben	Dr	262	57.7	—	.656	1.0937	.9375	11.0[1]	.060	3.5-.187	3.5-.187	R	Ben	RW
All	61–64	Ben	Dr	227	57.7	—	.875	1.094	.938	11.06[3]	.060	3-.219[2]	3-.219[2]	R	Ben[4]	RW
All	65	KH	DD	—	60	—	1.0	1.938	.938	11.09[5]	.060[9]	Disc[6]	3-.219[7]	R[8]	MR	RW
[1] '60 models, 11.062. [2] Secondary lining thickness, .281; '64 thickness, .320. [3] '64, 11.09. [4] Midland-Ross optional. [5] Disc dia., 11.87. [6] 5.36 x 1.90 x .436. [7] Secondary lining, .282. [8] Disc pad bonded. [9] No undersize on discs; max. indicator runout, .002".																	
MERCEDES-BENZ																	
180c, Dc; 190c, D, Dc, SL; 219.6	60–65	—	Dr	165	—	1.0	1.0625	1.125[5]	.9375	9.055	.079[1]	2.56-.236	2.56-.236[5]	B	ATE	RW
220 SEb Coupe	61–65	Gir[2]	DD	—	—	—	1.0625	—	.750	9.055	—	—	—	B	[4]	RW
180	60–61	—	Dr	126.5	—	1.0	—	1.0625	.9375	9.055	.079[1]	1.97-.236	1.97-.236	B	ATE	RW
190, 180D, Db	60–62	—	Dr	146	—	1.0	1.0625	1.125	.9375	9.055	.079[1]	2.56-.236	2.56-.236	B	ATE	RW

B—Bonded. BD—Bendix Dunlop. Ben—Bendix. BR—Bonded or riveted linings used. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. Di—Disc brakes. Dr—Drum brakes. DD—Disc front, drum rear. DS—Driveshaft. Dun—Dunlop. Gir—Girling. Lock—Lockheed. Mor—Moraine. MR—Midland-Ross. R—Riveted. RW—Rear wheels. T—Transmission. TOS—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

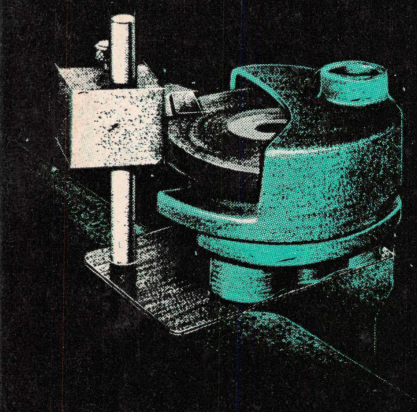
ALL OF A SUDDEN . . .



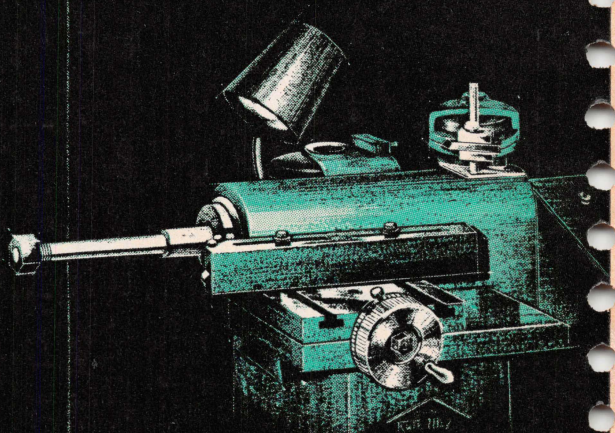
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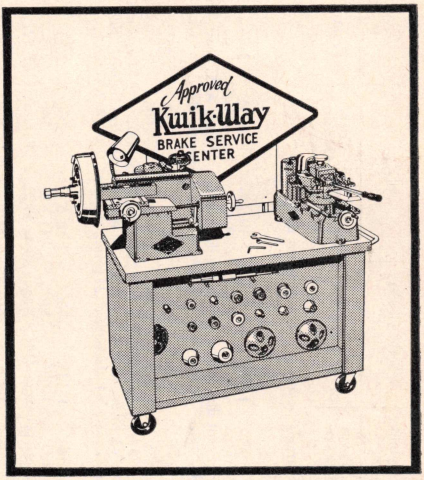


Kwik-Way drum lathe with hand-scraped dove-tailed ways—turns drums with hard spots · no grinding

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BRAKES

MAKE & MODEL	YEAR	Make	Type *	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Front	Rear			
MERCEDES-BENZ—Continued																
300SE	62–65	Dun	Disc	—	—	—	—	—	—	—	—	—	—	—	—	—
300SL, d	62–65	—	Dr	258	—	—	1.0625	1.125[7]	1.0[8]	10.236	.039	3.54–.236	3.54–.236	B	ATE	RW
230SL	63–65	ATE[3]	DD	109.7	70	—	1.3125	—	.750	9.1[9]	.4358[10]	—	2.56	B	Teves	RW

[1] Cast iron arms (rear); light alloy (front), .039. [2] Front disc only. [3] Girling disc front. [4] Uses ATE booster brake T50/26.
[5] 180c, 1.0625, lining 1.97–.236. [6] Also, 220b, Sb, SEb. [7] 2nd version, 1.250. [8] 2nd version, .875. [9] Disc, 9.9. [10] Disc undersize.

*All hydraulic unless otherwise stated. †Undersize if disc brakes.

MERCURY (Monarch to '61)																
Comet 6 Cyl	60–65	Ben	Dr	107[3]	61.4[7]	1.0	.875	1.0625	.844[1]	9.0	.060	.225–.214	1.5–.187[2, 5]	R	Ben	RW
Comet V8	63–65	Ben	Dr	126[6]	60.6[8]	1.0	.875	1.125	.906[1]	10.0	.060	2.25–.244[4]	1.75–.244[4]	R	Ben	RW

[1] S/wagon & conv., .906; '60–'64, .8125, S/wagon, .875 (6 cyl.); .938 (V8). [2] S/wagon, 2.25–.187. [3] S/wagon & conv. 129.8; '60–'64, 114.3, S/wagon & conv. 137.2. [4] '65, primary; secondary, .269; '63–'64, prim., .218, sec., .250. [5] All '65, secondary linings, .269 thick; '65 S/wagon, 2.25 (rear); '60–'64, 2.25–.187 front, also S/wagon, rear, 1.5–.187 rear; '64, thickness, .24 prim., .27 sec. [6] '63–'64, 127.8. [7] S/wagon & conv., 57.9.
[8] S/wagon & conv., 59.

Meteor	62–63	Ben	Dr	120.5[2]	60.7	1.00	1.00	1.125	.906	10.0	.060	2.25–.25[1]	1.75–.25[1]	R	Ben	RW
Meteor	64–65	Ben	Dr	175.6[5]	56[5]	1.0	.875	1.094	.969[4]	11.030	.060	2.5–.21[3]	2.5–.21[3]	R	MR	RW

[1] Secondary shoe, 1.75–.25; Secondary lining thickness, primary .218; S/wagon lining width, 2.50 in. [2] '63, 127.2. [3] '65 Secondary thickness .23.
[4] '64, 938. [5] S/wagon, 194.2; '64, 177.5, 56 percent.

All	59	Ben	Dr	205	57	1.0	.656	1.125	.9687	11.0	.060	3.0–.187	2.5–.187	R	—	RW
All	60	Ben	Dr	204	57	1.0	1.0	1.125	.96875	11.0	.060	3.0	2.5	R	Ben	RW
All	61–62	Ben	Dr	180[5]	54	1.0	1.0	1.094	.94	11.03	.060	2.5–.207[3]	2.5–.207[4]	R	Ben	RW
All	63–65	Ben	Dr	174[7]	56[7]	1.0	1.0[1]	1.094	.969[2]	11.03	.060	2.5–.205[6]	2.25–.205[6]	R	MR	RW

[1] '64–'65, .875. [2] '63–'64, .938. [3] Secondary lining thickness, .290. [4] Secondary lining thickness, .227. [5] S/wagons, 198.
[6] '65, dimensions, secondary thickness, .230; '64, primary, .210, secondary, .230, width, 2.5; '63, primary, .195, secondary, .270 front, .215 rear.
[7] S/wagon, 193; '63–'64, 177.5, 58 percent.

METEOR (to '61)																
Niagara 300, Rideau, Rideau 500	59	Ben	Dr	—	—	1.0	1.125	1.125	.875	11.0	.060	2.25–.187[2]	1.75–.187	R	—	RW
All S/Wagons	59	Ben	Dr	—	—	1.0	1.125	1.125	.9375	11.0	.060	2.25–.187	2.0–.187	R	—	RW
All	60	Ben	Dr	190.76	56	1.0	1.0	1.09375	.9375	11.0	.060	2.5[3]	2.5	R	Ben	RW
All	61	Ben	Dr	180	54	1.0	1.0	1.094	.94	11.03	.060	2.5–.207[4]	2.5–207[5]	R	Ben	RW

[2] Primary; secondary, .25. [3] Station wagon, sed. del., 3.0. [4] Secondary lining thickness, .290 [5] Secondary lining thickness, .227.

METROPOLITAN																
1500	59–62	Gir	Dr	76.8	40	.625	—	.75	.75	8	—	1.25–.187	1.25–.187	B	—	RW

MG																
Series A, Magnette	59	Lock	Dr[5]	134.4	—	.875	—	.9375	.875	10.0	—	1.75–.187	1.75–.187	R	—	RW
Series A Twin Cam	59–61	Dun	Di	—	—	—	—	—	—	11.0[4]	—	—	—	—	—	RW
Magnette Series III, IV	59–65	Gir	Dr	147	—	.875	—	.875	.875	9.0	—	2.5–.187	1.75–.187	B	—	RW
MGA 1600, 1600 Mk II	59–62	Lock	DD	65.48[1]	—	.875	—	—	.875	10.0[2]	—	—	1.75–	BR[3]	—	RW
Midget, Midget Mk III	61–65	Lock	Dr[6]	67.5	54	.875	—	.9375	.875	7.0[7]	—	1.25–2	1.25–2	B	—	RW
MG 1100	63–65	Lock	DD	63[1]	—	.75	—	—	.75	8 (both)	—	—	—	R	—	RW

[1] Rear drum brakes only; front disc area not available. [2] Rear drums: front discs, 11.0. [3] Bonded front pads, riveted rear linings. [4] Disc diameter.
[5] '59–60 series A, DD. [6] '64–'65 Mk III, DD. [7] '64–'65 Mk III, disc. 8.25, drum 7.00.

MORRIS																
Minor 1000	59–64	Lock	Dr	63.83	—	.875	—	.9375	.875	7.0	—	1.22–.198	1.22–.198	R	—	RW
Oxford Series III, IV	59	Lock	Dr	105	—	.875	—	.875	.875	8.0	—	1.5–.187	1.5–.187	R	—	RW
Oxford Series V, VI	59–65	Gir	Dr	147	—	.875	—	.875	.875	9.0	—	2.5–.187	1.75–.187	B	—	RW

850, Mini Super	60–65	Lock	Dr	67.5	—	.75	—	.9375	.75	7.0	—	1.25–.187	1.25–.187	B	—	RW
Mini Cooper 1100	62–65	Lock	DD	[1]	—	.75	—	.9375	.75	7.0 (both)[2]	—	—	1.25	B	—	RW

[1] 1100, front 96.2; rear 63.0. [2] 1100, both 8 in.

NSU

All	60–65	—	Hyd	62.2[1]	—	—	—	.7499	.5626	7.087	—	1.18	1.18	R	—	RW

[1] Prinz I and II; Sport Prinz, 64.5.

OLDSMOBILE

88, Super 88, 98, Starfire	59–64	Ben[2]	Dr	191.7	56	1.0	1.0	1.125	1.0	11.0	.060	2.5–.218[6]	2–.218[6]	R	Ben[1]	RW
F-85	61–63	Ben	Dr	123.8[4]	57	1.0	1.125	1.0	.875	9.5	.060	2.0–.281[4]	1.75–.281[4]	R	KH	RW
F-85 & Jetstar 88 Series	64	Ben	Dr	155.0[7]	52[7]	1.0	1.0	1.062	.9375[8]	9.5	.060	2.5–.1875[5]	2.0–.1875[5,9]	R	KH[1]	RW
F85 Vista Cruiser	65	Ben	Dr	172.9	50	1.0	—	1.062	1.062	9.5	.060	2.5–.166	2.5–.166	R	KH[1]	RW
Dynamic 88, Delta 88, 98, Jetstar[3]	65	Ben	Dr	208.6[10]	56	1.0	1.0	1.125	1.0	11.0	.060	2.75–.251[11]	2.0–.25[10,11]	R	Ben[1]	RW

[1] Or Moraine. [2] Fixed, (non-adjustable) anchor. [3] And Starfire. [4] '62. 127 lining thickness .2 in.; '63, 2.0–.25; rear 1.75–.25.
[5] Primary lining thickness; secondary .25. [6] '64 thickness, .250. [7] '65, 156.3, S/wagon, 174.0; 59.6 percent. [8] '65, S/wagon, 1.0.
[9] '65, S/wagons, 2.5–.1875. [10] 98 series, area, 229.2, width, 2.5. [11] Secondary thickness, .3125.

PANHARD

PL17, PL17 Tiger	60–64	Lock[1]	Hyd	103	—	—	—	—	—	—	050[2]	—	—	R	—	FW

[1] Or Record. [2] Aluminum drums; steel drums, .060.

PEUGEOT

403, 403/7, (404, 59–63)	59–65	Lock[1]	Dr	126.33	61	.8661	—	1.125[2]	1.0	10.039	—	1.97–	1.38	R	—	RW
404	64–65	[1]	Dr	138.5	61	.866	—	1.125	1	11	—	2.375	1.375	R	—	RW
404 S/Wagon	64–65	[1]	Dr	175.8	61	1	—	1.181	1.125	11	—	2.56	1.94	R	—	RW

[1] 404 front, "Twinplex" w/two cylinders per wheel. Rear, "H.C.S.F." floating shoes and single cylinder. [2] '64–'65, 1.181.

PLYMOUTH

All	59–61	CL	Dr	84	60	1.125	1.125	1.125	1.125	11.0[4]	.030	2.0–.2	2.0–.2	B	Ben	TOS
SP1, 2; TP1, 2; VP1, 2	62–65	Ben	Dr	202.1[7]	60	1.0	1.0	1.0[3]	.8125[3]	11[2]	.030	2.5–19[6]	2.5–.19[6]	B	Ben	RW
TP2-P[1], VP2-P[1]	63–64	Ben	Dr	195.2	60	1.0	1.0	1.125	.9375	10	.030	2.0–.19[5]	2.0–.19[5]	B	Ben	RW

[1] Not built or sold in Canada. [2] '62–'64, 10. [3] VP1-2, AP1-2, Front 1.125 ,Rear .9375. [4] '61 models, 11.5. [5] VP2-P, 2.5–.19 (F&R).
[6] AP1-2 ('65), 2.75 front, 2 rear; .19 thick. [7] '62–'64, 195.2.

PONTIAC

(Canadian Prod'n)

7000, 75000 (w/organic linings)	59–65	—	Dr	185.6[1]	58.5	1.0	—	1.125[4]	1.0	11.0	.060	2.75–.175[7]	2.0–.175[7]	B	Ben[2]	RW
7000, 75000(w/metallic linings)	65	Ben	Dr	145.2	58.5	.875	—	1.1875	1.0	11.0	.060	1.37–.175[5]	1.0–.175[5]	B	Ben	RW

[1] '63–'64, 186.2; '65, 184.3. [2] Or Moraine. [4] '60, '61, '65, 1.1875. [5] Secondary thickness, .295. [7] 62–'65, lining thickness .168.

(U.S. Prod'n)

21, 23, 24, 25, 26, 27, 28, 29	59–64	—	Dr	173.6	58.5	1.0	—	1.1875	1.0	11.0	.060	2.5–.22	2.0–.22[7]	B[6]	Ben[2]	RW
252, 256, 262, 26600 Series	65	—	Dr	193.7	61.4	1.0	1.0	1.1875	1.9375	11.0	.060	2.75–.220[1]	2–.220[1]	R	Ben[5]	RW

[1] All linings. [2] Or Moraine. [4] '60–61 models, 1.1875. [6] '62, riveted. [7] '62, lining thickness .168.

Tempest	61–63	—	Dr	108.9	56.3	1.0	.875	1.0[5]	1.0[5]	9.0	060	1.75–.222	1.75–.222	R	Ben	RW
Tempest	64–65	—	Dr	170.7	59.3[2]	1.0	—	1.125	1.312	9.5	.060	2.5–.19[1]	2.0–.19[1]	R	Mor	RW

[1] Secondary lining thickness .265. [2] '64, 56.3. [5] '62, front 1.064, rear .939; '63, front 1.062, rear .9375.

PORSCHE

356A, 356B, 356C	59–65	Own	Dr	122	—	.75	—	[1]	[1]	11.024–62	11.1023	1.57–.29	1.57–.29	B	—	RW
911	65	ATE	Di	28.7	—	1.182	—	1.8912	1.379	10.815[2]	—	.591[3]	.591[3]	B	—	RW

[1] See shop manual. [2] Rear disc, 11.229. [3] Pad thickness.

RAMBLER

American 01 Series	59–65	Wag[5]	Dr	139.52	60.2	1.0	1.0	1.0	.8125	9.0	—	2.0–.219[6]	2.0–.219[6]	R[3]	Mor	RW
10 Series	59	Wag	Dr	150.10	60.2	1.0	—	1.0	.8125	9.0	—	2.25–.219[1]	2.5–.219[2]	R	Ben	RW
Classic & Ambassador V8s, 6 Cyl.	59–65	Ben	Dr[8]	167.49	62.4	1.0	1.0	1.125[9]	.875[9]	10.0	—	2.5–.219[6]	1.75–.219[6]	R[3]	Ben[4]	RW
10 Series	60–61	Wag	Dr	153.76	60.2	1.0	1.0	1.0	.8125	9.0	—	2.25–.219[1,6]	2.0–.219[6]	B	Ben[4]	RW
Classic & American OHV 6 Cyl.	62–65	Wag[7]	Dr	153.76	65.7	1.0	1.0	1.125	.938	9	—	2.25–.188[10]	2–.188	B	Ben	RW

[1] Front shoe; rear shoe, 2.5–.219. [2] Front shoe; rear shoe, 2.0–.219. [3] After '59, bonded. [4] Or moraine.
[5] Bendix Duo-Servo after '60. Self-adjusting brakes optional. [6] After '60 models, thickness .188. [7] '64–'65, Ben.
[8] Optional Bendix discs on front, 11.1875 dia. w/Bendix non-servo rear drums, 10" dia.
[9] 6 cyl. model, 1.0937 front, .9375 rear; Ambassador V8, 1.1875 front, .9375 rear. [10] American 232 6 cyl., 2.0 wide.

B—Bonded. BD—Bendix Dunlop. Ben—Bendix. BR—Bonded or riveted linings used. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. Di—Disc brakes.
Dr—Drum brakes. DD—Disc front, drum rear. DS—Driveshaft. Dun—Dunlop. Gir—Girling. Lock—Lockheed. Mor—Moraine. MR—Midland-Ross. R—Riveted.
RW—Rear wheels. T—Transmission. TOS—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

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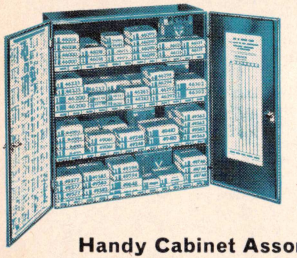
CAR MAKE	MODEL	VICTOR NUMBER FRONT WHEELS	VICTOR NUMBER REAR WHEELS
ACADIAN	1962-63 All	46252	46369
	1964-65 All	46439	46438
BUICK	1957-60 All	46161	46057
	1961-62 All Exc. Special	46294	46307
CHEVELLE	1964-65 All	46439	46438
CHEVROLET	1961-65 All	46409	
	1958-60 All	46235	
	1955-57 All	46099	
	1960-64 Passenger		SS47275-1
	1960-64 Taxi		46158
	1958-59 Passenger		SS47275
	1958-59 Taxi		46158
CHEVY II	1964-65 All	46439	46438
	1962-63 All	46252	46369
CHRYSLER	1957-62 All	49746	
	1956 C71-C72	49746	
	RI 1957-65 All		46112
	RO 1960-62 All		46292
	1959 Exc. MC3-300		46292
	1957-58 All		46292
COMET-FALCON-FRONTENAC	1960-65 6-Cyl	46068	
	1960-65 8-Cyl	46008	
	1960-63 6-Cyl. Pass		46246
	1961-65 8-Cyl. Pass		46321
CORVAIR	1960-64 Exc. Forward Control	46252	None Used
	1961-65 Forward Control	46409	None Used
CORVETTE	1963-65 All	46409	
	RI 1963-65 All		46434
	RO 1963-65 All		46435
DART	1963-65 All	46261	46408
DE SOTO	Lt.-1954-61	49746	
	RI 1957-61 Exc. S27		46112
	1957 S27		49577
	1949-56 All		49577
	RO 1946-61 All		46292

CAR MAKE	MODEL	VICTOR NUMBER FRONT WHEELS	VICTOR NUMBER REAR WHEELS
FORD-METEOR Continued From Column One	1957 1⅜"x2.378"	46121	
	1957 1½"x2.506"	49150	
	1955-56 1⅜"x2.506"	49582	
	1955-56 1½"x2.506"	49150	
	1949-54 Exc. Sta. Wag. & Sed. Dely	49582	
	1949-54 Sta. Wag. & Sed. Dely	49150	
MERCURY-MONARCH	1961-65 All	46008	
	1958-60 Sta. Wag. & Monterey Exc. Convert	46008	
	1955-57 All	46008	
	1952-53 All	49585	
	1964 Exc. 427 H.P. Eng	49150	
	1961-63 All Light Duty	46121	
	1961-63 Heavy Duty	49150	
	1955-60 All	49150	
	1952-54 Passenger	49582	
	1952-54 Sta. Wag	49150	
OLDSMOBILE	1965 All Exc. F85, J88 & D88	46303	47418
	1961-64 All Exc. F85 & J88	46302	46046
	1959-60 All	46200	46046
	1956-58 All	49711	46046
PLYMOUTH	1962-65 All	47366	
	1956-61 All	49746	
	1955 6-Cyl. Lt. & All 8-Cyl	49746	
	RI 1962-65 All		46112
	1959-61 6-Cyl		49577
	1959-61 8-Cyl. w/Sure Grip		46112
	1959-61 8-Cyl. w/o Sure Grip		49577
	1949-58 All		49577
	RO 1946-61 All		46292
PONTIAC	1963-65 All	46409	
	1958-60 All	46235	
	1955-57 All	46099	
	1963-64 Passenger		SS47275-1
	1963-64 Taxi & Pol		46158
	1960-62 All		SS47275-1

DODGE		1962-65 All	47366
		1955-61 All	49746
	RI	1962-65 All	46112
		1959-61 6-Cyl.	49577
		1959-61 8-Cyl. w/Sure Grip	46112
		1959-61 w/o Sure Grip	
		1⅜" Shaft	49577
		1½" Shaft	46112
		1958 D1-D2	49577
		1958 D3	46112
		1949-57 Exc. 7 Pass. & Limo	49577
	RO	1962-64 D3	46292
		1949-61 Exc. 7 Pass. & Limo	46292
EDSEL		1958-60 All	46008
		1959-60 Exc. Sta. Wag	46121
		1959-60 Sta. Wag	49150
		1958 All	49150
FORD-METEOR		1956-65 All	46008
		1955 w/2.506" O.D	46008
		1949-54 All	49585
Continued		1958-65 Pass. Exc. Spec. Dty	46121
Next Column		1958-65 Sta. Wag	49150

PONTIAC		1958-59 All	SS47275
Continued		1957 20-22	46109
RAMBLER		1957-65 All	46130
	RI	1960-65 01-10	46131
		1960-64 20-80	47237
		1958-59 01-10	46131
	RO	1958-60 01-10	46404
		1963-65 20-50-80	47809
		1958-62 20-80	49686
STUDEBAKER		1956-65 All	46076
		1951-55 All	49576
	RI	1951-65 All	49603
	RO	1951-64 All	SS49648
TEMPEST		1964-65 All	46303 47395
		1961-63 All	46284 None Used
THUNDERBIRD		1955 Ea., 1962 All	46008
		1962-65 All	49150
		1961 All	46121
		1955-60 All	49150
VALIANT		1960-65 All	46261
		1963-65 All	46408
		1960-62 All	46262

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BRAKES

MAKE & MODEL	YEAR	Make	Type *	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum or Disc		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max Oversize†	Front	Rear			
*All hydraulic unless otherwise stated. †Undersize if disc brakes.																
RENAULT																
Dauphine, Caravelle, Gordini	59–64	Ben[3]	Dr	82.5[1]	—	.866	—	.866	.748	9.0	.04	1.38–.197	1.18–.197	R	—	RW
Estafette	60–64	Ben	Dr	103	—	.75	—	.748	.420	9.0	.04	1.78–.20	1.20–.20	R	—	FW
Caravelle S-4, R8	63–65	NF	Di	171.4	—	.866	—	1.496	1.26	10.236	—	3.72–.09	3.72–.09	FP	—	RW
R4	62–65	NF	Dr	54.4	—	.866	—	.937	.748	7.09[4]	.04	1.21–.190	1.01–.190	R	—	FW
[1] Caravelle, 89. [3] Lockheed with floating, self-centring shoes and equalizing device on Gordini. [4] Front; rear 6.3. FP—Free pad. NF—Necto Fadil.																
RILEY																
One-Point-Five	59–61	Lock	Dr	124	—	.75	—	.75	.75	9.0[1]	—	2.25–.187	1.5–.187	B	—	RW
2.6	59	Lock	Dr	187	—	—	.875	—	—	11.0	—	—	—	—	—	RW
4/68	59–61	Gir	Dr	147	—	.875	—	.875	.875	9.0	—	2.25–.187	1.5–.187	B	—	RW
4/72	62–65	Gir	Dr	147	—	.875	—	.875	.875	9.0	—	2.5–.187	1.75–.187	B	—	RW
[1] Front; rear, 8.0.																
ROVER																
75	59	Gir	Dr	200	72	—	—	—	—	11.0	.030	3.0–.188	2.25–.188	R	—	RW
90, 105	59	Gir	Dr	174	63	—	.75	1.25	.375	11.0	.030	3.0–.188	2.25–.188	R	CD[3]	RW
All	60–65	Gir	DD	—	—	—	.75	1.25	.625[5]	11.0	.030	.5	2.25–.187	R	Gir	RW
2000	65	Dun	Di	32.2[1]	—	—	—	—	—	10.26	—	—	—	B	—	[2]
[1] Total pad area. [2] Rear (inboard) discs. [3] All 105 models, Girling. [5] 100 models, .375.																
SIMCA																
Aronde, "5"	59–62	—	Dr	120.9[1]	56.25	1.0	—	1.125	.875	10.0	—	1.772–.203	1.772–.203	R	—	RW
Vedette	59–61	—	Dr	149.4	—	1.0	—	.937	.717	9.0	.015	2.48–.20	177- 20	R	—	RW
1000	63–65	[2]	Dr	84.3	—	—	.827	—	.867	.749	—	—	1.57–.12	1.37–.12	R	—	RW
[1] Simca "5" (1962) 132 sq. in. [2] Simplex.																
SINGER																
Gazelle Series III, IIIA, IIIB	59–61	Lock	Dr	121	—	.75	—	.88	.88	9.0	—	1.75	1.75	R	—	RW
SKODA																
All	59–64	—	Dr	97	—	.875	—	1.004	1.004	9 06	04	1.38–.157	1.38–.157	R	—	RW
1000MB	65	—	Dr	134	—	1.377	—	1.004	1.004	9.06	.06	1.57–.2	1.57–.2	R	—	RW
STANDARD																
Vanguard, Vanguard Six	59–62	Lock	Dr	175	60	.75	—	.75	.75	10.0	—	2.25–.25	2.25–.25	B	—	RW
Ensign	59–62	Lock	Dr	121	60	.75	—	.75	.75	9.0	—	1.75–.187	1.75–.187	B	—	RW
STUDEBAKER																
58G, 59S-W, F, J, D, C	59	Wag	Dr	147.4	62	1.0	—	1.0	.8125	10.0[1]	.10	2.0–.187[2]	2.0–.187	R	Ben	RW
58B, 58H, 59V, 59S-Y1	59	Wag	Dr	172.4	62	1.0	—	1.0625	.875	11.0[8]	.10[6]	2.25–.187[4]	2.0–.187	R[7]	Ben	RW
All 6 Cyl.	60–65	Wag	Dr	146.4	62	1.0	1.0	1.0	.8125	10.0[1]	.060	2.0–.187[2]	2.0–.187	R[7]	Ben	RW
V8s (and all taxis)	60–65	Wag	Dr	172.8[9]	62	1.0	1.0	1.0625	.875	11.0[8]	.060	2.5–.187[4,8]	2.0–.187	R[7]	Ben	RW
Avanti	63–64	BD	DD	105	62	—	1.125	2.125	.750	11.5[10]	.060	2–.416	2–.180	B	Ben	RW
[1] Front; rear, 9.0. [2] Secondary shoe lining, .25. [3] Front, rear, 10.0. [4] Secondary shoe lining, .219; 59S-Y1, both shoes, .2812. [6] '59 models, .060. [7] After '60, bonded. [8] All taxis. [9] Taxi, 195.3. [10] Front; rear 11.0.																

B—Bonded. BD—Bendix Dunlop. Ben—Bendix. BR—Bonded or riveted linings used. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. Di—Disc brakes. Dr—Drum brakes. DD—Disc front, drum rear. DS—Driveshaft. Dun—Dunlop. Gir—Girling. Lock—Lockheed. Mor—Moraine. MR—Midland-Ross. R—Riveted. RW—Rear wheels. T—Transmission. TOS—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

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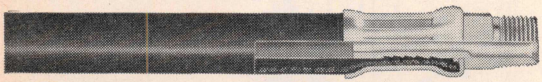
LOW PRESSURE

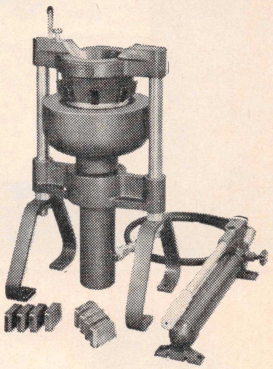




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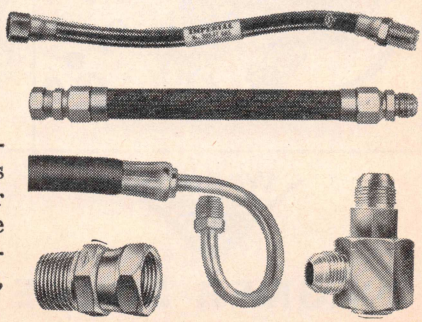




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BRAKES

MAKE & MODEL	YEAR	Make	Type *	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum or Disc		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max Oversize†	Front	Rear			
*All hydraulic unless otherwise stated. †Undersize if disc brakes.																
SUNBEAM																
Rapier Series II	59	Lock	Dr	146	—	.75	—	.88	.88	10.0[2]	—	2.25	1.75	R	—	RW
Rapier Series III, IIIA, IV	60–65	Lock	DD	155.82	—	.75	—	—	.88	[4]	—	—	1.75	R[5]	—	RW
Alpine Series I, II	60–62	Gir	DD	295[6]	—	.70	—	—	.88	[7]	—	20.6[8]	1.75	R[5]	—	RW
Alpine Series III, IV	63–65	Gir	DD	—	—	—	.875	—	.88	[1]	—	—	1.75	[9]	Gir	RW
Imp	64–65	Gir	Dr	75	—	.625	—	.70	.75	8	—	1.5	1.5	BR	—	RW
Minx Deluxe Sedan	65	Lock	DD	80.5[10]	—	.75	—	—	.88	[11]	—	—	1.75	[9]	—	RW
Tiger 260	65	Gir	DD	—	—	—	.875	—	.88	[1]	—	—	1.75	[9]	Gir	RW
[1] Disc 9.85, drum 9.0. [2] Front; rear, 9.0. [4] Disc, 10.81; drum, 9 in. [5] Rear drum brakes. [6] Total brake swept area. [7] Disc, 9.5; drum, 9 in. [8] Total pad area. [9] Disc pads bonded, rear linings BR. [10] Lining area. [11] Disc, 10.3, drum, 9.																
THUNDERBIRD																
All	60	Ben	Dr	175.3	59	1.0	1.0	1.09375	.90625	11.0	.060	2.5	2.5	R	Ben	RW
All	61–64	Ben	Dr	198.0[4]	55.5	—	1.0[5]	1.094	.94	11.03[6]	.060	3–.219[1]	2.5–.219[2]	R	Ben[3]	RW
All	65	KH	DD	133	60	—	.938	1.938	.938	11.09[7]	.060[11]	[8]	2.50–.244[9]	R[10]	MR	RW
[1] Secondary shoe lining, 3–.250; '64, prim. 3.0–.24, sec. 3.0–.31. [2] Secondary shoe lining, 2.5–.250; '64, prim. 2.5–.24, sec. 2.5–.31. [3] Midland-Ross alternate [4] '63–'64, 208 in. [5] '64, .875. [6] '64, 11.09. [7] Disc dia., 11.87. [8] Pads, 5.36 x 1.90 x .436. [9] Secondary lining, .306 thick. [10] Disc pads bonded. [11] No undersize on discs; max. indicator runout, .002.																
TRIUMPH																
TR3, TR4	59–65	Gir	Dr[1]	—	60	.75	—	.75	.75	10.0[1]		2.25–.25	2.25–.25	R	—	RW
Sedan, Est. Wagon, Pennant	59	Gir	Dr	68	60	.625	—	.75	.75	7.0	—	1.25–.125	1.25–.125	B	—	RW
Herald, 1200, Spitfire, Sports Six	59–65	Gir	Dr[5]	73	60	.625	—	.75	.75	8.0[4]	—	1.25–.125	1.25–.125	B	—	RW
2000	64–65	Lock	DD	280[2]	60	—	—	—	—	9.75[6]	—	—	1.75–.19	B	[7]	RW
[1] 11.0 diam. disc brakes at front from ser. no. TS-13046. [2] Total swept area. [3] Max. undersize on disc thickness, .060 in. [4] Herald front; rear 7.0 Spitfire, Sports Six, 9.0 in. disc. '64–'65, Sports Six, 8.0. [5] '64–'65, Spitfire & Sports Six, DD. [6] Front discs, rear drums, 9.0. [7] Lockheed vacuum servo.																
VALIANT																
QX1, RV1	60–61	Ben	Dr	129.1	60	1.0	—	1.0	.8125	9	.030	2.25–.2[1]	2.0–2	R	—	RW
All	62–65	Ben	Dr	153.5	60	1.0	[4]	1.0[5]	.8125[5]	9[6]	.030	2.25–.19[2]	2.00–.19[2]	B	Ben	RW
[1] And 2.50–2. [2] SV & AV models, front wheel, secondary shoe 2.50–.19; TV1 front & rear 2–1875. [3] Not built or sold in Canada. [4] VV2, VVX2, 1.0. [5] VV1, VV2, VVX2, AV1, AL1, AV2, AL2, .9125. [6] AV2, AL2, 1.125, 9 dia.																
VAUXHALL																
Victor, Envoy	59–65	Lock	Dr	92[5]	64	.75[8]	—	0.8[9]	75[9]	8.0[6]	.0625	1.5–.187[7]	1.5–.187[7]	R	—	RW
Velox, Cresta	58–63	Lock	Dr	137.75[1]	64	.75	—	0.8	.75	9.0[2]	.0625	2.25–.187	1.75–.187	R	—	RW
Bedford CA, Envoy EA Vans	60–61	Lock	Dr	109.75	64[3]	.875	—	1.25	.938	9.125	.0625	1.5–.25	1.5–.25	R	—	RW
Bedford CA, Envoy EA Vans	62–63	Lock	Dr	118.4	65	.875	—	1.25	.938	9.0	—	1.72–.18	1.72–.18	R	—	RW
Viva, Epic	64–65	Gir	Dr	125.67	65	.70	—	.75	.70	8.0	—	1.25–.156	1.25–.156	R	—	RW
[1] '61, 146.88. [2] '61, 10.0F–9R. [3] '61, 54.9. [5] '64, 174 sq. in.; '65, 197.7. [6] '64–'65, diam. 9.0. [7] '64–'65, 1.75–.188. [8] '65, 62. [9] '65, .75F, .56 R.																
VOLKSWAGEN																
1200 Sedan, Karmann Ghia	59–65	VW	Dr	96	—	.75[6]	—	.874	.75	9.05	9.11	1.57–.157[1]	1.18–.157[1]	R	—	RW
1500 Sedan, Karmann Ghia	63	VW	Dr	124.5	—	.813	—	.813	.874	9.09[2]	9.10[3]	1.97[4]	1.57[4]	R	—	RW
1500 Sedan, Ghia & S/Wagon	64–65	VW	Dr	149	—	.768	—	.874	.874[5]	9.79	9.81	1.97–.159	1.77–.159	R	—	RW
Transporter, Van & Combi	64–65	VW	Dr	159	—	.873	—	1.0	.873	9.86	9.88	1.97–.159	1.77–.159	R	—	RW
[1] Oversize thickness, .177. [2] Front; rear, 9.06. [3] Front; rear, 9.07. [4] Oversize thickness .159–.152. [5] S/Wagon, .936. [6] '65, .687.																

B—Bonded. BD—Bendix Dunlop. Ben—Bendix. BR—Bonded or riveted linings used. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. Di—Disc brakes. Dr—Drum brakes. DD—Disc front, drum rear. DS—Driveshaft. Dun—Dunlop. Gir—Girling. Lock—Lockheed. Mor—Moraine. MR—Midland-Ross. R—Riveted. RW—Rear wheels. T—Transmission. TSO—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

SUPER HEAVY DUTY BRAKE FLUID

Adds an extra margin of safety

Whiz Super Heavy Duty Brake Fluid greatly exceeds SAE requirements for 70R3, giving an extra margin of safety to meet all abnormal driving conditions of heavy haulage equipment. Has an operating range from +420° to —70° F.

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Available in: 16 oz., 128 oz., 5 I.G., 25 I.G., 45 I.G.



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BRAKES

MAKE & MODEL	YEAR	Make	Type *	Effective Service Br. Area (Sq. In.)	Percent Braking on Front	Master Cylinder Bore		Wheel Cylinder Bore		Drum or disc		Lining Width & Thickness		Bonded or Riveted	Power Unit Make	Parking Brake Operates On
						Std. Brakes	Power Brakes	Front	Rear	Diameter	Max. Oversize†	Front	Rear			
*All hydraulic unless otherwise stated. †Undersize if disc brakes.																
VOLVO																
PV444, PV544	59–60	Lock	Dr	—	—	1	—	1	.8125	9	—	2–.188	2–.188	R	—	RW
122S	59–62	—	Dr	147	—	.875	—	1.0	.875	9.0[1]	—	2.0–.188	2.0–.188	R	—	RW
B18D engine models	62	Wag	Dr[2]	157.5	—	1.0	—	1.0	.875	9.0	—	2–.188	2–.188	R	—	RW
P544	60–65	Wag	Dr	140[3]	—	1	—	1	.8125	9	—	2–.188	2–.188	R[3]	—	RW
122S, 130, 1800	62–65	Gir	DD	92.6	—	.875	[5]	—	.875	[6]	—	Di	2–.188	B	[7]	RW
220 S/Wagon	62–64	Wag	Dr	147	—	.875	—	1	.875	10F, 9R	—	2–.188	2–.188	B	—	RW
220 S/Wagon	65	Gir	DD	92.6	—	.875	.875	—	.875	10.88[6]	—	—	2–.188	B	Gir	RW
[2] P12244 and P1800, disc front, drum rear. [3] Bonded on '64 models. [5] P1800, .875. [6] Disc 10.88, drum 9. [7] P1800, Girling.																
WOLSELEY																
6/90 Series II	59	Lock	Dr	184	—	1.0	.875	1.25	1.125	11.0	—	2.2–.187	2.2–.187	R	—	RW
15/60, 16/60	59–65	Gir	Dr	147	—	.875	—	.875	.875	9.0	—	2.5–.187	1.5–.187[5]	B	—	RW
6/99, 6/110	59–65	Lock	DD	114[1]	65[2]	—	.875	—	—	10.0[3]	—	—	2.937–.187	BR[4]	Lock	RW
[1] Rear drum brakes; swept area of front discs, 212. [2] Increases as pedal pressure increases. [3] Rear drums; front discs, 10.8 [4] Disc pads bonded; rear linings riveted. [5] 16/60, 1.75–.187.																

B—Bonded. BD—Bendix Dunlop. Ben—Bendix. BR—Bonded or riveted linings used. CD—Clayton-Dewandre. CL—Chrysler-Lockheed. Di—Disc brakes. Dr—Drum brakes. DD—Disc front, drum rear. DS—Driveshaft. Dun—Dunlop. Gir—Girling. Lock—Lockheed. Mor—Moraine. MR—Midland-Ross. R—Riveted. RW—Rear wheels. T—Transmission. TOS—Transmission output shaft. TV—Treadle-Vac. Wag—Wagner.

FLAT RATE SCHEDULES

- Labor times for many common automotive service operations are shown in the following schedules. These are based on manufacturers' recommendations for 1960-65 standard size domestic passenger cars.
- Times shown, except where specifically tied to a make or group of car makes, are within 10% of manufacturers' time schedules.
- Where important variations from average times exist, these are shown in brackets with the identifying car make or maker's code.
- Arrive at actual labor charge by referring to the computation table.

Section
1. TIRES, WHEELS & HUBS
2. BRAKES
3. FRONT SUSPENSION & STEERING
4. ENGINE — MECHANICAL
5. ENGINE — COOLING SYSTEM
6. ENGINE — FUEL SYSTEM
7. ENGINE — ELECTRICAL & TUNE-UP
8. STARTING & CHARGING SYSTEMS
9. MANIFOLDS, ENGINE MOUNTS & EXHAUST SYSTEM
10. CLUTCH & STANDARD TRANSMISSION
11. AUTOMATIC TRANSMISSION
12. DRIVELINE, DRIVE AXLE & SUSPENSION

COMPUTATION TABLE

(To compute labor charge, apply labor hours to applicable hourly rate column. Then add figure for full hours to figure selected for "tenths of an hour".)

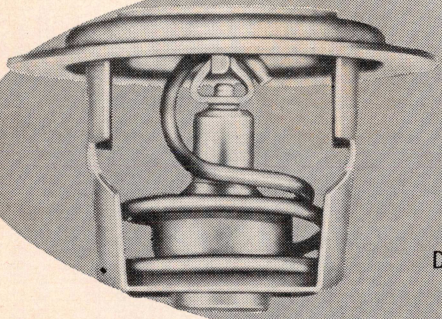
Hour	$1.50	$1.75	$2.00	$2.25	$2.50	$2.75	$3.00	$3.25	$3.50	$3.75	$4.00	$4.25	$4.50	$4.75	$5.00
.1	.15	.20	.20	.25	.25	.30	.30	.35	.35	.40	.40	.45	.45	.50	.50
.2	.30	.35	.40	.45	.50	.55	.60	.65	.70	.75	.80	.85	.90	.95	1.00
.3	.45	.55	.60	.70	.75	.85	.90	1.00	1.05	1.15	1.20	1.30	1.35	1.45	1.50
.4	.60	.70	.80	.90	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	2.00
.5	.75	.90	1.00	1.15	1.25	1.40	1.50	1.65	1.75	1.90	2.00	2.15	2.25	2.40	2.50
.6	.90	1.05	1.20	1.35	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	3.00
.7	1.05	1.25	1.40	1.60	1.75	1.95	2.10	2.30	2.45	2.65	2.80	3.00	3.15	3.35	3.50
.8	1.20	1.40	1.60	1.80	2.00	2.20	2.40	2.60	2.80	3.00	3.20	3.40	3.60	3.80	4.00
.9	1.35	1.60	1.80	2.05	2.25	2.50	2.70	2.95	3.15	3.40	3.60	3.85	4.05	4.30	4.50
1	1.50	1.75	2.00	2.25	2.50	2.75	3.00	3.25	3.50	3.75	4.00	4.25	4.50	4.75	5.00
2	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50	8.00	8.50	9.00	9.50	10.00
3	4.50	5.25	6.00	6.75	7.50	8.25	9.00	9.75	10.50	11.25	12.00	12.75	13.50	14.25	15.00
4	6.00	7.00	8.00	9.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00	20.00
5	7.50	8.75	10.00	11.25	12.50	13.75	15.00	16.25	17.50	18.75	20.00	21.25	22.50	23.75	25.00
6	9.00	10.50	12.00	13.50	15.00	16.50	18.00	19.50	21.00	22.50	24.00	25.50	27.00	28.50	30.00
7	10.50	12.25	14.00	15.75	17.50	19.25	21.00	22.75	24.50	26.25	28.00	29.75	31.50	33.25	35.00
8	12.00	14.00	16.00	18.00	20.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	36.00	38.00	40.00
9	13.50	15.75	18.00	20.25	22.50	24.75	27.00	29.25	31.50	33.75	36.00	38.25	40.50	42.75	45.00
10	15.00	17.50	20.00	22.50	25.00	27.50	30.00	32.50	35.00	37.50	40.00	42.50	45.00	47.50	50.00
11	16.50	19.25	22.00	24.75	27.50	30.25	33.00	35.75	38.50	41.25	44.00	46.75	49.50	52.25	55.00
12	18.00	21.00	24.00	27.00	30.00	33.00	36.00	39.00	42.00	45.00	48.00	51.00	54.00	57.00	60.00

Abbreviations:

AM — American Motors
CC — Chrysler Corporation
FM — Ford Motor Company
GM — General Motors
B — Buick
C — Chevrolet & Can.-built Pontiac
F — Ford
O — Oldsmobile
R — Rambler
S — Studebaker

DOLE THERMOSTATS ARE STANDARD EQUIPMENT ON 95% OF CANADIAN PASSENGER CARS!

BUTTERFLY



Three sizes cover 95% of all installations.

DV1 — DV1H
DV2 — DV2H
DV20 — DV20H

Recommendations:

Summer 160°
DV1 — DV2 — DV20

Winter 180°*
DV1H — DV2H — DV20H

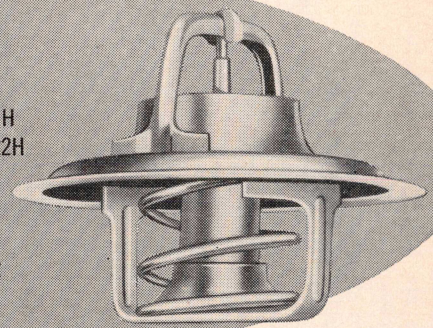
NOZZLE

Two sizes cover 95% of all installations.

DVN1 — DVN1H
DVN22 — DVN22H

Summer 160°
DVN1 — DVN22

Winter 180°*
DVN1H — DVN22H



***IMPORTANT**
For extreme winter conditions and for cool running engines all above stats available in 195°.

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1. TIRES, WHEELS & HUBS

FRONT WHEEL BEARINGS,
—Clean, repack and adjust, (both wheels) 9
—Replace bearings and cups, inner and outer (one wheel) 6
ROTATE 5 TIRE & WHEEL ASSYS. 5
BALANCE WHEEL & TIRE ASSYS.:
Two front — Off car 5
On car 4
All five — Off car 2.3
Four — On car 1.2
TIRES, R & R — All five 2.0
OIL SEALS, Replace, both front, (Includes bearing repack) 9

2. BRAKES

ADJUST SERVICE BRAKES (Minor) (Includes check master cyl.) 4
ADJUST BRAKES — Major (Includes R & R drums, inspect linings, adjust service and parking brakes, fill master cylinder and bleed system) 1.7
BRAKE SHOES, R & R (Includes adjust brakes and bleed system)
—Front axle 1.3 (C1.5)
—Rear axle 1.5 (C1.8)
FLUSH HYDRAULIC SYSTEM, replace fluid and bleed 9
MASTER CYLINDER, R & R (Includes bleed system) 9
(C 1.4, 1.9 w/power brakes)
WHEEL CYLINDER, R & R
—One wheel ..... .9 (C 1.4)
BRAKE HOSE, replace (Includes bleed brakes)
—One front 6
—One rear 7
PARKING BRAKE, adjust 3
POWER BRAKE UNIT, R & R .. .8 (CC, AM)
1.2 (B, O)
.6 (FM)
1.6 (C)

3. FRONT SUSPENSION & STEERING

BALL JOINTS, UPPER & LOWER, replace
—One side 1.2
(Add alignment charge if applicable)
FRONT SPRINGS, replace both: (Alignment extra)
—Coil 1.6
—Leaf 2.0
—Torsion Bar 5
SHOCK ABSORBERS, Replace both .. .7
CONTROL ARMS, INNER PIVOT SHAFT & BUSHING, Replace: (Includes caster, camber & toe-in adjustment)
—Upper arm, one side 2.6
—Upper arm, both sides 3.6
—Lower arm, one side 3.0
—Lower arm, both sides 3.9
CASTER, CAMBER & TOE-IN, Check only 4
TOE-IN, Adjust 3
CASTER, CAMBER & TOE-IN, Check and adjust (Includes adjust front wheel bearings, tire pressures and check suspension points for wear or looseness) 1.2
TIE ROD ENDS, Replace:
—One side ..... .4 (C .7)
—Both sides ..... .7 (C 1.1)
STEERING GEAR (Manual type), Adjust 6
STEERING WHEEL, Center 5

4. ENGINE —MECHANICAL*

ENGINE ASSY., Replace with short engine (fitted block) (Includes R & R engine and transfer of all necessary fuel, electrical and cooling system parts. Tune engine) .. 12.0 (CC)
CYLINDER HEAD GASKET, Replace
—4 Cyl. 1.2
—6 Cyl. ..... 2.3 (F 4.0)
—V8 (one) ..... 3.3 (C 4.0)
(B 4.5)
(both) ..... 4.4 (C, B 6.3)
VALVES, Grind (Includes minor tune-up)
—4 Cyl. 6.4
—6 Cyl. ..... 5.5 (FM 6.7)
—V8 ..... 9.0
VALVES, Adjust
—4 Cyl. 1.3
—6 Cyl. 6
—V8 ..... 1.3 (F .7)
VALVE, Replace one
—4 Cyl. 2.9
—6 Cyl. ..... 3.0 (CC 2.4)
(FM 4.3)
—V8 ..... 3.6 (C 4.4)
VALVE SPRING, Replace one
—4 Cyl. 1.2
—6 Cyl. ..... .8 (C 1.1)
—V8 7
VALVE LIFTER, Replace one
—4 Cyl. 6.5
—6 Cyl. ..... 1.2 (GM)
6.1 (FM)
1.8 (CC)
—V8 ..... 2.0 (F .5)
(B 1.3)
ROCKER ARM COVER GASKET, Replace (one) 3
PISTON RINGS, Replace
—4 Cyl. 4.8
—6 Cyl. ..... 10.5 (CC 6.4)
—V8 ..... 12.0 (CC 9.3)
CONNECTING ROD BEARINGS, Replace
—4 Cyl. 1.9
—6 Cyl. ..... 5.6 (GM)
3.8 (FM)
2.7 (CC)
—V8 ..... 3.6 (C 5.0)

*OHV or OISE type engines



TAKES THE TORTURE OUT OF FINISH SANDING

The new Random-Orbit Sander from Black & Decker only **looks** like a disc sander. Actually, it's a completely new concept in air finishing sanders that gives you hand-sanding results at disc sander speed.

"Random-Orbit" means the sanding pad is off-center and revolves independently. Sanding grit never repeats the same path, so you get a satin-smooth finish that takes a flawless paint job . . . at least five times faster than you've ever done it before!

Put one to work for you, and you'll wonder how you ever got along without it.

B&D

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AUTOMOTIVE POWER TOOLS

Black & Decker Manufacturing Co., Ltd.
Brockville, Ontario.

RINGS, PINS & ROD BEARINGS, Replace
—4 Cyl. 6.0
—6 Cyl. ..... 11.4 (CC 13.9)
—V8 ..... 13.4 (CC 15.1)

MAIN BEARINGS, Replace
—4 Cyl. 11.1
—6 Cyl. ..... 7.1 (GM)
4.2 (FM)
3.0 (CC)
—V8 ..... 3.6 (C 5.2)
(O 4.3)

PRESSURE TEST ENGINE BEARINGS 2.5

REAR MAIN BEARING OIL SEAL, Replace lower half
—4 Cyl. 1.6
—6 Cyl. ..... 5.1 (GM)
2.9 (FM)
2.0 (CC)
—V8 ..... 2.0 (C 2.8)

5. ENGINE — COOLING

SERVICE COOLING SYSTEM (Includes drain and refill radiator and engine block; inspect hose and tighten all connections; pressure test system and inspect for leaks with engine hot and running; test pressure cap) . .5

THERMOSTAT, Replace 4

RADIATOR HOSES, UPPER AND LOWER, Replace 6

RADIATOR, R & R .. 1.0 (CC .5, FM .8)

WATER PUMP, R & R 1.0

FAN BELT, Replace 2
(CC dual inner .4)

HEATER HOSE, Replace 6

6. ENGINE — FUEL

CARBURETOR, R & R 5

CARBURETOR, Recondition (Remove, disassemble, clean, install necessary new parts, reassemble, reinstall & adjust)
—Single barrel 1.9
—Two barrel 2.1
—Four barrel 2.8

FLOAT NEEDLE & SEAT, Replace
—Single barrel 5
—Two barrel 6
—Four barrel ..... .8 (C, 0.4)
(CC, all, .4)

FLOAT, R & R and/or adjust level
—Single & two barrel 6
—Four barrel 1.0

AUTOMATIC CHOKE, Clean & adjust .5

AIR CLEANER, Service: Dry 2
Oil Bath 4

FUEL PUMP, Replace 5

FUEL SYSTEM, Clean (Remove and clean out fuel tank, blow out fuel lines and clean fuel filter) 2.0

7. ENGINE — ELECTRICAL & TUNE-UP

SPARK PLUGS, Clean & adjust or replace
—6 Cyl. 3
—8 Cyl. 5

POINTS & CONDENSER, Replace (Includes R & R distributor and set ignition timing)
—6 Cyl. 6
—8 Cyl. 8

DISTRIBUTOR, R & R
—4 & 6 Cyl. 4
—8 Cyl. 6

DISTRIBUTOR, Overhaul (Unit off) . 1.0

COMPRESSION, Test
—4 Cyl. 3
—6 Cyl. 4
—8 Cyl. 6

IGNITION CABLE SET, Replace
—4 & 6 Cyl. 3
—8 Cyl. 5

TUNE-UP, Minor (Includes: service battery; renew points, condenser and plugs; check condition of distributor cap and rotor; set ignition timing; adjust carburetor idle speed, service air cleaner, clean fuel line filter)
—4 Cyl. 1.3
—6 Cyl. 1.5
—8 Cyl. 1.7

TUNE-UP, Major (Includes minor tune-up items and: check compression; adjust valves; adjust fan belt; test coil; check and adjust voltage regulator; check operation of manifold heat control; retorque cylinder heads, manifolds and carburetor flange; tighten hose connections)
—4 Cyl. 2.5
—6 Cyl. mech. lifters 2.7
—6 Cyl. hyd. lifters 2.0
—8 Cyl. mech. lifters 3.8
—8 Cyl. hyd. lifters 2.8

8. STARTING & CHARGING SYSTEMS

BATTERY, Check condition & service (Includes clean battery top, inspect cables and battery case, clean posts and terminals, make hydrometer and voltage tests 3

STARTER DRAW TEST (on car) 3

STARTER, R & R 6

STARTER DRIVE, Replace ..... .9 (FM .6)

STARTER, Recondition (Includes: remove; disassemble; turn commutator; test armature and fields; check bearings; replace necessary parts; reinstall)
—Bendix drive type 2.0
—Overrunning clutch drive 2.4

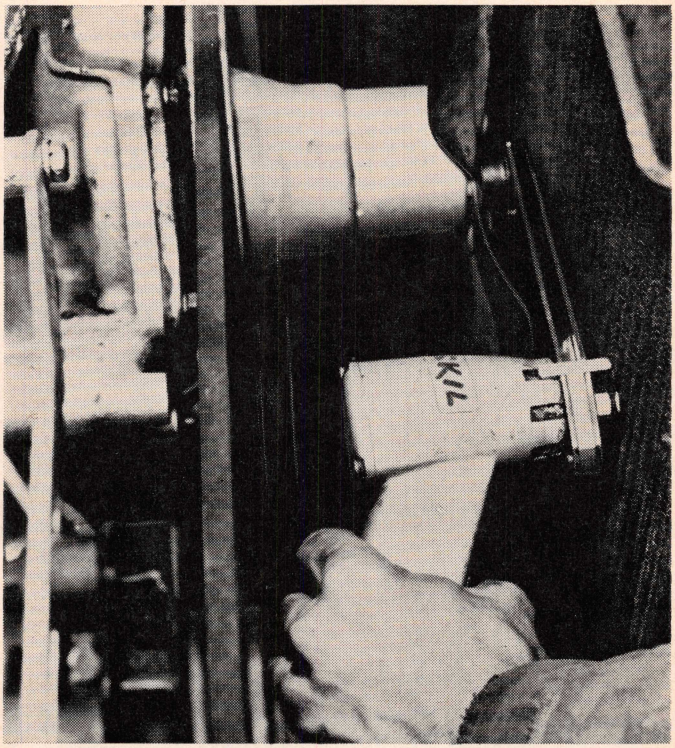
GENERATOR REGULATOR, Adjust 6

GENERATOR BRUSHES, Replace (on car) 4

Canada's Automotive Mechanics use the Skil Air Imp Wrench because it

FITS HARD-TO-GET-AT AREAS

where ordinary wrenches won't go



Exclusive features of the Skil Air Imp wrench are the short 3 7/16" business end recessed hex drive—sockets lock in, not on, this wrench. Result? Skil Air Imp wrenches can reach into spots even your hands can't touch! But this is only the beginning of the features of this versatile tool. You have complete finger-tip control—just dial the speed you need—forward or reverse. Construction is ball bearing throughout for long life with low maintenance. The entire wrench is sealed against leakage, too.

For a demonstration, see your distributor or write to Skil Corporation (Canada) Ltd., 1190 Caledonia Road, Toronto.

SKIL POWER TOOLS

GENERATOR, Recondition (Includes: remove; disassemble; inspect, replace or recondition parts; turn commutator and undercut mica; assemble, reinstall and test) 1.4

9. MANIFOLDS, ENGINE MOUNTS & EXHAUST SYSTEM

MANIFOLD GASKETS, Replace
—Intake & exhaust, 4 cyl. 5
—Intake & exhaust, 6 cyl. 1.1 (GM .6)
—Intake, V8 ..... 1.8
—Exhaust, V8 (one side) .. 1.3 (C .9)

ENGINE MOUNTS, Replace (both sides)
—Front, 6 cyl. 7
—Front, 8 cyl. ..... 1.0 (O .5)
—Rear ..... .5 (CC .9)

EXHAUST PIPE, Replace (one) . .9 (C .7)

CROSSOVER PIPE, V8s, Replace 6

MUFFLER, Replace (one) 6

TAIL PIPE, Replace (one) 5

MUFFLER & TAIL PIPE, Replace 8

10. CLUTCH & STANDARD TRANSMISSION

CLUTCH PEDAL LINKAGE, Adjust 4

CLUTCH ASSEMBLY, Replace .. 1.5 (FM, C)
2.1 (CC, R6)
3.0 (O, R8)
4.2 (B)

CLUTCH DISC, Replace (trans. out) . .8

CLUTCH RELEASE BEARING, Replace
1.2 (C 1.7)
(B 3.7)

TRANSMISSION, R & R ..... 1.3 (B 3.2)

TRANS. FRONT OIL SEAL, Replace .. 1.5

TRANS. REAR OIL SEAL, Replace
1.0 (C, FM .5)
(R 1.6)

SHIFT LINKAGE, Adjust 4

11. AUTOMATIC TRANSMISSION

(On car operations)

MANUAL LINKAGE, Adjust (Includes neutral switch) 3

THROTTLE LINKAGE, Adjust .... .5 (C .7)

DRAIN & REFILL ..... .6 (B 1.0)
(O .2)

OIL PRESSURE, Check ..... .7 (B 1.0)
(O .3)
(CC line pressure .3)

CHECK UNITS FOR OIL LEAKS (Clean & dry outside of case and run unit to find point of leakage) 7

REAR OIL SEAL, Replace 5
(C,O,CC .8)

BANDS, Adjust (external) ..... .3 (C)
1.0 (FM)
1.3 (CC)
(CC 3 speed .6)

TRANSMISSION, R & R 3.4
(O 2.9; B .4; F 2-sp 2.7)

12. DRIVELINE, DRIVE AXLE & SUSPENSION

UNIVERSAL JOINTS, Replace or repack
—2 Joints ..... 1.0 (B 2.7)
—3 Joints 1.3

PINION SHAFT OIL SEAL, Replace .9 (B,R 2.5)

PINION SHAFT BEARINGS, Replace 3.4 (B 6.6; CC 4.2)

AXLE SHAFT OIL SEAL, Replace (One side) ..... .9 (FM .6)

AXLE SHAFT BEARING, Replace (One side) 9

DIFFERENTIAL CARRIER ASSEMBLY, R & R ..... 1.8 (CC 2.4; B 3.8)

REAR SPRING, Replace (One) .. .9 (C .7)

SPRING LEAF INSERTS, Replace (Both springs) 9

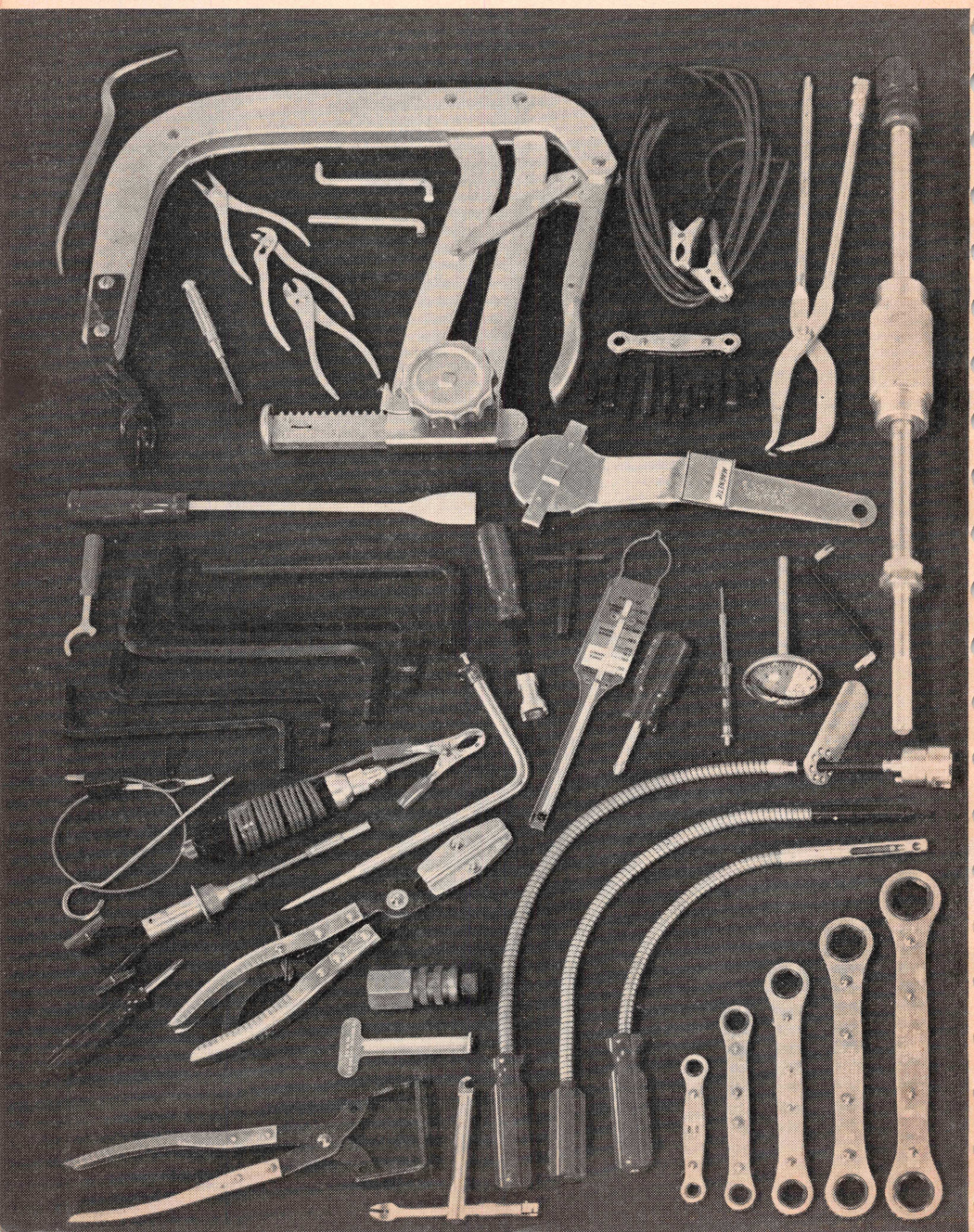
REAR SHOCK ABSORBERS, Replace (Both) 5

Metric Conversion Table

Millimetres	×	.03937	=	Inches
Millimetres	=	25.400	×	Inches
Metres	×	3.2809	=	Feet
Metres	=	.3048	×	Feet
Kilometres	×	.621377	=	Miles
Kilometres	=	1.6093	×	Miles
Square centimetres	×	.15500	=	Square inches
Square centimetres	=	6.4515	×	Square inches
Square metres	×	10.76410	=	Square feet
Square metres	=	.09290	×	Square feet
Cubic centimetres	×	.061025	=	Cubic inches
Cubic centimetres	=	16.3866	×	Cubic inches
Cubic metres	×	35.3156	=	Cubic feet
Cubic metres	=	.02832	×	Cubic feet
Cubic metres	×	1.308	=	Cubic yards
Cubic metres	=	.765	×	Cubic yards
Litres	×	61.023	=	Cubic inches
Litres	=	.01639	×	Cubic inches
Litres	×	.22	=	Imperial gallons
Litres	=	4.546	×	Imperial gallons
Kilograms	×	2.2046	=	Pounds
Kilograms	=	.4536	×	Pounds
Kilograms per sq cm	×	14.2231	=	Pounds per sq in
Kilograms per sq cm	=	.0703	×	Pounds per sq in
Metric tons (1000 kg)	×	1.1023	=	Tons (2000 pounds)
Metric tons (1000 kg)	=	.9072	×	Tons (2000 pounds)

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The K-D line includes more than 250 tools, each specially designed to do a particular automotive job easier and faster. Many are unique, performing

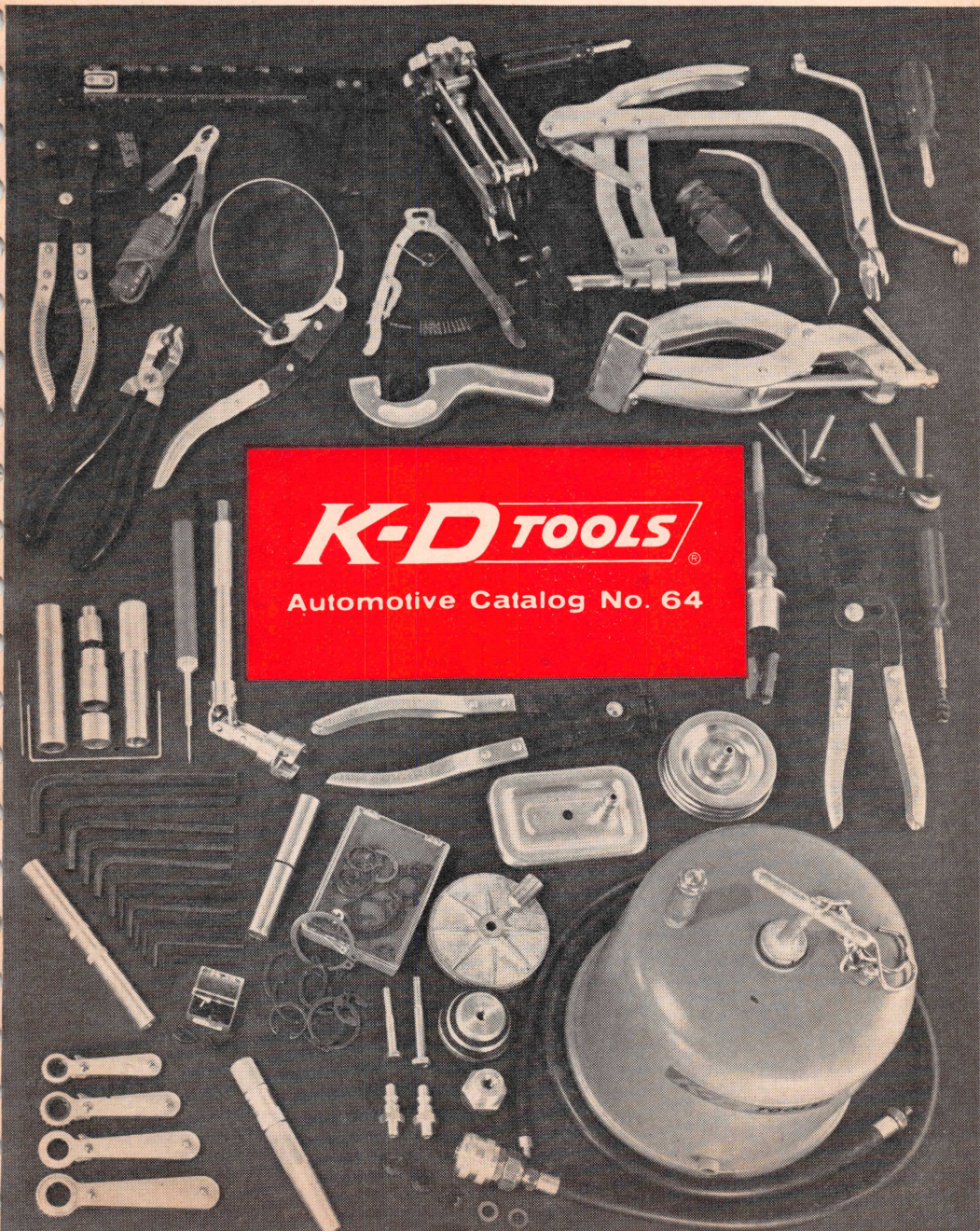


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K-D Manufacturing Co., Lancaster, Pa.

Distributed by Grant Brothers Sales Ltd., 18 Hook Ave., Toronto 9, Ont.



1961-65 IMPORTED CARS

Suggested flat rate time schedule for some common service operations

	FORD		BRITISH MOTOR CORP.				STANDARD-TRIUMPH			ROOTES MOTORS				Renault	Vauxhall —All
	Anglia Consul	Zephyr Zodiac	Austin 850 Morris 850	Morris 1000	Austin A55 Morris Oxf.	A.-H. Sprite	Herald	Vanguard	TR3 TR4	Hillman	Sunbeam Alpine	Sunbeam Rapier	Humber		
FRONT WHEEL BEARINGS, both wheels. Inspect, lubricate and adjust (or replace)	.7	.7	—	1.5	1.5	1.5	1.25	1.25	2.25[8]	.5	2.5[8]	2.5[8]	2.5[8]	2.0	.9
CASTER, CAMBER & TOE-IN, Check & adjust. (Includes adj. fr. wh. brgs, check tire pressures & suspension for wear or looseness.)	1.9	1.9	—	—	—	—	—	—	—	2.0	2.0	2.0	2.5	1.0[6]	1.5
SERVICE BRAKES, Adjust—Minor	.6	.4[2]	.5	.5	.5	.5	.4	.4	.4	.5	.25[2]	.5	.25[2]	.5	.4
BRAKES, ALL, Major adjustment. (Incl. inspect drums & linings, clean & tighten, adjust, bleed system)	1.4	1.2	1.6	1.7	1.6	1.7	1.7	1.7	1.7	1.5	1.5	1.5	1.5	—	1.1
BRAKE HOSE, front or rear, replace one (Incl. bleed fr. or rear brakes)	.6	.6	1.0	.75	.75	.75	1.0	.7	.5	.5	.5	.5	.5	1.25	.4
BRAKES SHOES, Replace, 4 wheels (Incl. adj. & lubricate & adj. p/brake)	2.4	2.4	3.5	4.0	3.5	3.5	2.8	2.5	2.5	2.0	1.25	1.25	1.5	4.5	2.9
SHOCK ABSORBERS, Replace both															
Front:	.8	.8	.7	2.5	2.0	2.0	2.0	1.0	1.0	.75	.75	.75	1.0	1.5	.5
Rear:	.8	.8	.4[4]	.5	1.5	1.0	1.0	1.3	1.0	.75	.75	.75	1.0	2.0	.3
CYL. HEAD GASKET, Replace	1.4	2.1	2.25	2.25	2.75	2.75	3.0	1.75	2.0	3.5[1]	4.25[1]	3.75[1]	4.0[1]	2.5	3.6[1]
VALVES, Grind	2.3	3.4	6.25	6.25	7.0	6.75	6.0	6.5	7.0	6.0	7.0	7.0	8.0	5.0	4.8
VALVES. Adjust (Incl. tighten head & rocker arm bolts)	.7	.9	1.0	1.25	1.0	1.0	1.5	1.0	1.0	.5	.5	.75	1.0	.75	.5
VALVE SPRING, Repl. one (head on)	—	—	1.2	1.2	1.2	1.2	—	—	—	—	—	—	—	.5	1.0
PISTON RINGS, Replace all	5.0	6.2	11.0	5.3	7.0	6.0	7.5	6.0	5.5	7.0	7.25	7.0	10.5	—	8.5
POINTS & CONDENSER, Replace	.6	.6	.5	.6	.6	.6	.5	.5	.5	.5	.5	.5	.5	.5	.5
CARBURETOR(S), Recondition (Remove, disassemble, clean, install new parts, reinstall & adjust)	.9[3]	1.1	1.75	1.75	1.75	2.75	1.5	1.5	2.5	1.0	2.5	2.5	1.0	1.0	1.5
FUEL PUMP, Replace	.4	.6	.5	.25	.75	.5	.75[5]	.5	.5	.5	.5	.5	.5	.25	.3
GENERATOR REGULATOR, Test clean & adjust (on car)	.5	.5	.5	.5	.5	.5	.5	.5	.5	.5	.5	.5	.5	2.25	.8
CLUTCH DISC, Replace	2.2	2.0	4.0	5.75	6.25	10.5	5.0	5.75	6.5	4.75	4.75[7]	4.75	5.25	5.0	2.3

CLUTCH RELEASE BEARING, Replace	2 2	2.0	3 0	4.75	5 25	9.75	—	—	—	4.5	4.5[7]	4.5	5.25	5.0	1.8
CLUTCH PILOT BEARING, Repl.	2 4	2.1	—	—	—	—	—	—	—	4.75	4.75[7]	4.75	5.25	5.0	2.7
CLUTCH PEDAL LASH, Adjust	3	.3	—	.25	—	—	—	—	—	.25	—	.25	—	.25	.2
UNIVERSAL JOINTS, Repack or replace one joint	5	.5	—	1.25	1 25	1 5	1 3	1 3	1.3	1.5	1.5	1.5	1.5	2.75	.5

[1] Includes clean carbon & make all necessary adjustments. [2] Rear drum brakes only (disc on front) [3] Anglia; Consul 315, 1.3 hrs. [4] RR only; add .6 for LR shock.
[5] Includes pressure check. [6] Toe-in only; no adjustment for caster & camber. [7] Alpine with overdrive add 4.5 hrs. [8] Includes disc brake caliper removal.

DECIMAL EQUIVALENTS

1/64	.015625	33/64	.515625
1/32	.03125	17/32	.53125
3/64	.046875	35/64	.546875
1/16	.0625	9/16	.5625
5/64	.078125	37/64	.578125
3/32	.09375	19/32	.59375
7/64	.109375	39/64	.609375
1/8	.125	5/8	.625
9/64	.140625	41/64	.640625
5/32	.15625	21/32	.65625
11/64	.171875	43/64	.671875
3/16	.1875	11/16	.6875
13/64	.203125	45/64	.703125
7/32	.21875	23/32	.71875
15/64	.234375	47/64	.734375
1/4	.25	3/4	.75
17/64	.265625	49/64	.765625
9/32	.28125	25/32	.78125
19/64	.296875	51/64	.796875
5/16	.3125	13/16	.8125
21/64	.328125	53/64	.828125
11/32	.34375	27/32	.84375
23/64	.359375	55/64	.859375
3/8	.375	7/8	.875
25/64	.390625	57/64	.890625
13/32	.40625	29/32	.90625
27/64	.421875	59/64	.921875
7/16	.4375	15/16	.9375
29/64	.453125	61/64	.953125
15/32	.46875	31/32	.96875
31/64	.48375	63/64	.984375
1/2	.5	1	1.

TORQUE LIMITS FOR VARIOUS SIZE BOLTS

The following is intended to serve as a guide only. Specific manufacturers' torque values should always be used when available.

Screw Size	Threads per Inch	Maximum Torque (foot pounds)
1/4	20	6-9
1/4	28	6-9
5/16	18	12-15
5/16	24	15-18
3/8	16	23-28
3/8	24	30-35
7/16	14	45-50
7/16	20	50-60
1/2	13	60-70
1/2	20	70-80
9/16	18	85-95
5/8	18	130-145

UNITS OF ELECTRICAL MEASUREMENT

ELECTRICAL MEASUREMENTS–There are three fundamental characteristics of a direct current electric circuit: Volts, Amperes and Ohms.

VOLTAGE–It is sometimes described as a difference of potential between the positive and negative terminals of a battery or generator.

PRESSURE–To cause a current of electricity to flow, there must be pressure. Pressure, or electromotive force, for which the unit of measurement is the VOLT, may be defined as the pressure required to produce a current of 1 AMPERE through a resistance of 1 OHM.

CURRENT–The unit of measurement for current is the AMPERE. This is the unit of current strength or the quantity of current that will flow through a resistance of 1 OHM at a pressure of 1 VOLT.

RESISTANCE–The unit of measurement is the OHM, or the resistance of a conductor through which a current of 1 AMPERE will flow at a pressure of 1 VOLT.

OHM'S LAW–This is a statement of the relation between the three fundamental characteristics of an electrical circuit.

OHM'S LAW

$$\text{AMPERES} = \frac{\text{VOLTS}}{\text{OHMS}} \quad \left| \quad \text{OHMS} = \frac{\text{VOLTS}}{\text{AMPERES}} \right. \quad \left| \quad \text{VOLTS} = \text{AMPERES} \times \text{OHMS} \right.$$

YOUR GUIDE TO BETTER TUNE-UP

(Abridged from recommended procedure of the Automotive Electric Association)

1. BATTERY

—Make physical check of battery and carrier

—Check specific gravity of electrolyte, **or**

—Check open circuit voltage of battery cells

—Check terminal voltage of battery under load

—Add water to cells as needed

2. STARTING MOTOR AND CABLES

—Check switch and cables for excessive voltage drop, with low reading voltmeter

—Check operation of starting motor

3. COMPRESSION AND MANIFOLDS

—Torque all attaching bolts or studs

—Check engine compression (all plugs removed)

4. SPARK PLUGS

—Examine removed plugs for fouling or damage

—Ensure spark plugs are of the proper type

—Clean thoroughly in a blast type cleaner

—Regap and reinstall with new gaskets

5. DISTRIBUTOR

—Inspect cap and rotor for cracks, burning, corrosion, etc.

—Check centrifugal and vacuum advance for smooth operation

—Test condenser

—Check condition of points, replace if necessary

—Lubricate cam, wick and oiler

6. IGNITION COIL AND PRIMARY CIRCUIT

—Test coil

—Inspect all primary terminals and connections

—Clean high tension terminal in coil

7. HIGH TENSION CABLES

—Inspect, test or replace as necessary

8. GENERATOR

—Inspect commutator and brushes; clean or recondition

—Inspect generator pulley and bearings (loosen fan belt)

—Test electrically with test voltmeter and ammeter for output, smooth brush action

9. GENERATOR REGULATOR

—Check for excessive resistance in the charging circuit

—Check regulator operating voltage and current

10. Set ignition timing

11. FUEL PUMP

—Inspect flexible line and tighten connections

—Clean gasoline bowl and filter

—Check output volume and pressure

12. CARBURETOR

—Check linkage for wear and adjustment

—Remove, disassemble, clean and replace parts as necessary

—Service air cleaner

—Adjust idle speed and mixture

13. COOLING SYSTEM

—Check for leaks and hose condition

—Test pressure cap

—Check thermostat operation (if engine overheating or overcooled)

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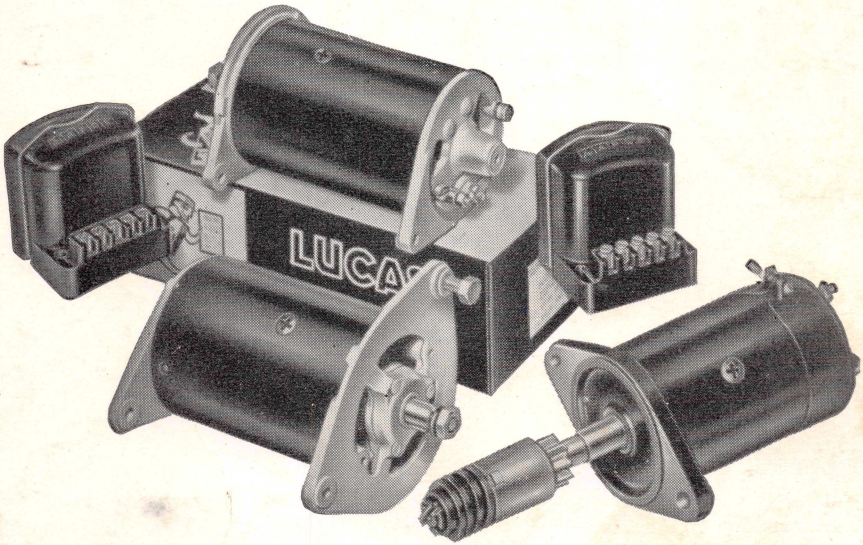
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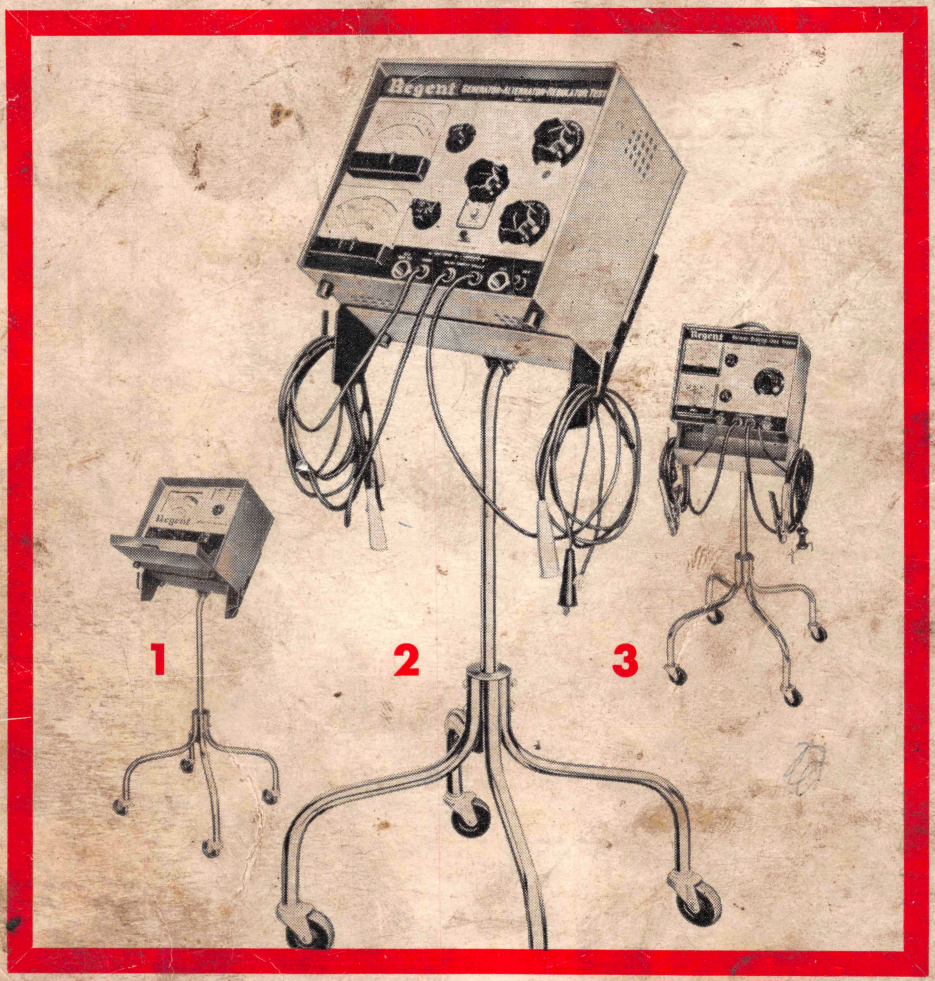
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motor tune-up trio

quick, versatile and accurate . . . to make your job easier

Model T-200S

1 PORTA-TUNER

Tests:

- Entire ignition system
- Point resistance
- Cam angle
- Transistor ignition system
- Basic timing
- Distributor mechanical condition
- Generator voltage
- Cranking current

Model T-201S

2 G.A.R.T.

Tests Generator — Alternator — Regulator, all in one unit.

- All D.C. generators
- All A.C. alternators
- All power transistors
- Alternator diodes
- Voltage regulators
- Voltage loss

Model T-202S

3 BATTERY STARTER TESTER

Tests:

- Starting systems
- 6- to 24-volt batteries
- Individual battery cells

Regent

EQUIPMENT MANUFACTURING COMPANY

296 Rexdale Blvd., Rexdale, Ontario

Division of Marquette Equipment, Canada, Limited